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DETROIT

A National Newspaper for Every Branch of the Industry

Automotive Daily News

CARS · SHOP EQUIPMENT · TRUCKS · AVIATION · PARTS · ACCESSORIES · TIRES

Vol. 10. No. 1205 — Entered as second-class matter Aug. 27, 1925, Post Office, N. Y., N. Y., Under Act of March 3, 1879. — NEW YORK, FRIDAY, MAY 9, 1930 — 10 Cents. $12 Per Year

DEALER NEW, USED CAR STOCKS LOW

Plymouth Announces New Line; Has Larger Engine And 5 Types of Bodies

Several Other Mechanical Changes Made, Including Full Force Feed Lubrication; 46 Horse Power Motor

Special from A. D. N. Detroit Bureau

DETROIT, May 8.—Announcement is made today of a new Plymouth line, embodying five body styles and a number of important mechanical changes. Outstanding is the installation of a new engine, larger and with improved performance characteristics claimed for it.

This new power plant has a bore and stroke of 3⅝ by 4¾ inches. It develops 46 horsepower at 2,400 r.p.m., the piston displacement being 196 cubic inches. The new compression ratio is 4.6 to one.

Another distinctive feature in this new Plymouth power plant is full force feed lubrication to all crankshaft, camshaft, connecting rod bearing and timing gears. The oil is led through drilled leads in the cylinder block, to reduce to a minimum the use of internal tubing, nipples and connections. Postive spray from metered holes in the connecting rods lubricates cylinders and valve mechanism.

Light alloy pistons with ventilated bridge and reinforced head, crankcase ventilation and rubber engine mountings, front and rear are also emphasized features.

The crankshaft is 29 inches long and weighs 43¾ pounds. Bearings are 2¼ inches in diameter, while the front bearing is 2⅛ inches long, the center bearing 1¾ inches long and the rear bearing 2⅜ inches long, giving a total bearing area of 43.3 square inches.

Inlet valves are of chrome-nickel,

(Continued on Page 3)

PROGRAM COMPLETED FOR SECOND ANNUAL AIRPORT CONFERENCE

New York, May 8.—Complete details of the program for the Second National Airport Conference, to be held at the Hotel Statler, Buffalo, N. Y., May 14, 15 and 16, have been announced by the conference manager, airport section, Aeronautical Chamber of Commerce.

High lights of the program are as follows:—

WEDNESDAY, MAY 14

9.30 a. m. to 12 Noon. Registration—All persons interested in aviation are invited to attend the conference, but only registered delegates will be admitted to the sessions.

The airport equipment exhibit in the foyer of the main banquet hall will be open during the forenoon.

12.15 p. m., Opening Luncheon—Major John Satterfield, toastmaster. Address of welcome, C. E. Roesch, mayor of Buffalo. Response to address of welcome, B. E. Fulton, national chairman, airport section, Aeronautical Chamber of Commerce of America, Inc. Keynote address, "The Terminal's Place in Transportation," Julien L. Eysmans, vice-president in charge of traffic, Pennsylvania Railroad. Announcement of committees.

2.30 p. m. Committee Sessions—In order to cover a large number of

(Continued on page 2)

27 Countries Accept Bid to Road Session

Special from A. D. N. Washington Bureau

Washington, May 8.—Twenty-seven countries already have accepted invitations to participate in the sixth international road congress to be held here next October, and approximately that many more acceptances are expected, Thomas H. MacDonald, secretary-general of the American organizing commission, announced today.

Coincidental with the road congress, the American Road Builders' Association will stage an international exposition of the latest highway equipment and material, Charles M. Upham, engineer-general of the association, announces.

While some of the more important nations have not as yet decided whether they will be represented by official delegates, the list of acceptances includes such countries as Germany, England, France and Italy in Europe, India,

(Continued on page 2)

G. M. Surplus Up Sharply For Quarter

NEW YORK, May 8.—Net sales of the General Motors Corporation in the first quarter of 1930 amounted to $289,554,453, as compared with $385,129,900 in the corresponding period of 1929, according to the consolidated balance sheet of the company made public today by Alfred P. Sloan, Jr., president.

This was a decline of only 19 per cent., as against a falling off of 29 per cent. in the corporation's production of automobiles during the quarter. Sales of cars and trucks to dealers amounted to 368,635, as against 523,119 a year ago.

Continued strengthening of the corporation's financial position is reflected in the balance sheet. The total current assets as of March 31, 1930, amounted to $384,941,763, as against $368,960,945 at the close of 1929. In contrast to gain in assets there was a decline in current liabilities from $117,673,163 as of December 31, 1929, to $117,150,222 as of March 31.

Total assets were $1,326,412,755 on March 31, as compared with $1,324,889,764 on December 31, 1929.

Cash on hand showed a slight decline in the three months period,

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TODAY

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SUPPLIES WELL UNDER LAST YEAR ALL OVER COUNTRY

Survey Shows That Holdings in Many Cases Are at Lowest Point for Several Years; "Trade-Ins" Well Cleared Out

DETROIT, May 8.—Stocks of new and used cars in dealers' hands all over the country are far below the level of a year ago, and in many cases at the lowest point they have been in years. Calls made at all the motor car plants in Detroit today brought out this fact.

While officials generally did not give specific figures covering cars in dealers' hands, they did say stocks were at low points in all sections of the country. This holds true for all of the Chrysler units, Packard, Graham-Paige, Hupmobile, Chevrolet, Dodge, Durant and Hudson. Also of Oakland at Pontiac, Buick at Flint, and Oldsmobile and Reo at Lansing.

Some of the manufacturers stated that dealers stocks were one-quarter to one-half what they were at this time a year ago. Such statements as this could be taken to mean that stocks in dealers' hands, in many instances, would not be more than three or four cars per dealer.

This means that if a sudden spurt of buying should arrive a large number of dealers would be without cars on hand to meet the demand.

Manufacturers declare that excellent work had been done in cleaning up used car stocks and that dealers were ready to go ahead with new car sales.

In answer to an inquiry made by Automotive Daily News, a number of leading companies have given us specific information regarding the present condition of stocks in deal-

(Continued on page 2)

Senate Gets Bill to Aid Motor Travel

Washington, May 8.—Support of Federal legislation for the creation of a United States Motorways Commission was urged this week by the legislative committee of the American Motorists Association.

Purpose of the commission, as provided for under the terms of a bill favorably reported to the Senate this week by the Senate committee on Post Office and Post Roads, is primarily to speed up interstate automobile traffic.

"The need for this is apparent to every motorist making a trip of any considerable distance," declares J. Borton Weeks, president of the A. M. A. "Valuable time could be saved daily to millions of motorists by the simple expedient of by-passing large cities. Transportation needs, not only of the present time but of the future, demand greater freedom from traffic congestion.

"The purpose of the commission is to study proposals for the establishment of a national system of express motorways, with a view to making recommendations to Congress with respect to the establishment and maintenance of such a system," President Weeks explains.

AMERICAN AUSTIN CO. SELLS $1,000,000 OF THREE-YEAR NOTES

New York, May 8.—The American Austin Car Company, Inc., has sold an issue of $1,000,000 three-year 7 per cent. convertible sinking fund gold notes, with common stock bonus non-detachable warrants, to a group of bankers headed by H. S. Edwards & Co. of Pittsburgh, and Bulkely, Vallance & Co. of New York. The bankers will offer the notes at 100 and accrued interest.

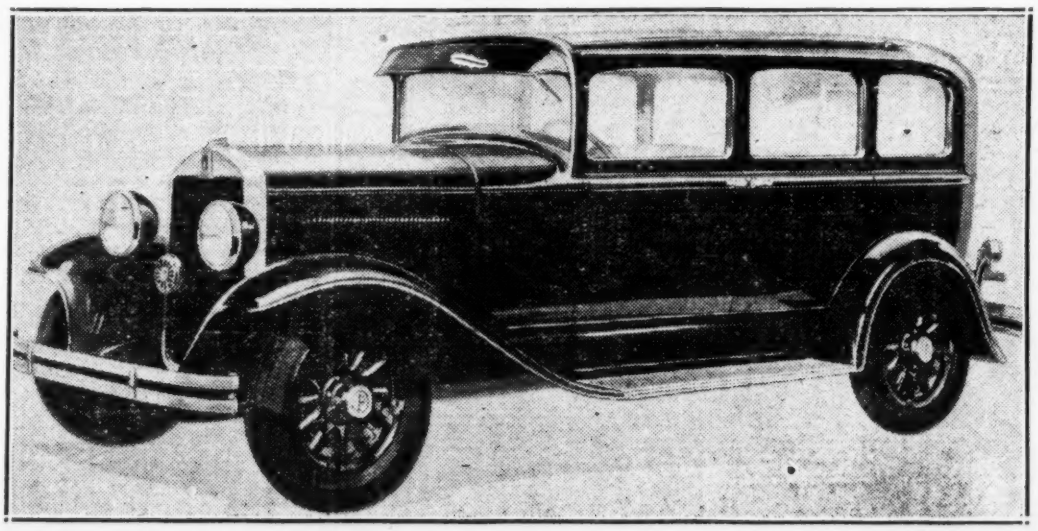
Notes carry a non-detachable warrant, entitling the holder to receive, without cost, on May 1, 1931, or on prior redemption of conversion of notes, 10 shares of common stock for each $1,000 principal amount of notes. Also, each $1,000 note is convertible during the first year from May 1, 1930, into 125 shares of common stock; during the second year into 100 shares of stock, and during the third year into 80 shares.

The financing is to provide working capital for production of cars on order. As of March 31, 1930, the company had purchase commitments against future delivery of $1,475,754.

Giving effect to the note issue, as of March 31, 1930, current assets will be $2,304,338, of which $2,278,667 will be cash. Current liabilities will be $280,495, principally accounts payable. Appraised fixed assets, with

(Continued on page 2)

The New Plymouth Sedan



THE new Plymouth four-door sedan with safety steel body is not only one of the lowest priced cars in the world, but is one of the smartest in appearance as well. It has three extra large windows on either side and is finished in beautiful Vinci gray and black with striping in ivory. The new sedan lists at $625 at the factory

New and Used Car Stocks Are Low All Over Country

(Continued from Page 1)

ers' hands. These reports are uniformly favorable and disclose one of the most encouraging phases of the present situation. The individual reports are as follows:—

CADILLAC

"Average stocks of new cars in dealers' hands are 30 per cent. less than this time last year. Used car stocks are 20 per cent. less than last year and 10 per cent. less than three-year average for this period.

"We consider inventories in exceptionally healthy condition."

H. N. STEPHENS,
General Sales Manager
Cadillac Motor Car Company

WILLYS-OVERLAND

"Average stocks of new cars in dealers' hands are 3.7 cars. The average dealer used car stock is 4.6 cars."

GEORGE GRAHAM,
Vice-President in Charge of Sales,
Willys-Overland Company

FRANKLIN

"New car stocks in dealers' hands average eight cars per dealer. Used car stocks average ten to each dealer."

J. E. WILLIAMS,
Sales Manager,
Franklin Automobile Company.

STUDEBAKER

"New car stocks in the hands of Studebaker dealers throughout the United States as of April 30 totaled 13,061 cars. Used car stocks for the same date totaled 21,865. These figures represent the lowest stocks of both new and used cars for the same date in many years."

PAUL G. HOFFMAN,
Vice-President in Charge of Sales,
Studebaker Corporation of America.

NASH

"New car stocks in the hands of dealers at the present time average 45 per cent. below the level for the same time last year. Used car stocks, also, ahe 25 per cent. less than at this time in 1929."

C. H. BLISS,
Sales Manager,
Nash Motor Company.

AUBURN

"Our survey shows new cars on hand average less than two cars per dealer and used cars less than four."

R. H. FAULKNER,
Vice-President,
Auburn Automobile Company.

MARMON

"Our dealer stocks average only approximately two and one-half cars each dealer, and this is regarded a sound condition for both dealers and factory."

GEORGE C. TENNEY,
Sales Manager,
Marmon Motor Car Company.

LA FRANCE-REPUBLIC HAS 43% GAIN IN PRODUCTION IN FIRST FOUR MONTHS

Alma, Mich., May 8.—The output of the La France-Republic Corporation here for the first four months of 1930 shows an increase of 43 per cent. over the corresponding period in 1929, according to Vice-President F. D. Soper. Factory shipments for the month of April, 1930, were 59 per cent. ahead of shipments during April, 1929.

The gains for the export department for the first four months of 1930 were 50 per cent. above export shipments for the same period in 1929. Export shipments during April of this year registered a gain of 89 per cent. over April, 1929.

The recent announcement of the new La France-Republic Model F-2 has necessitated a substantial increase in production schedules in order to meet the widespread demand which this new model is creating, stated Mr. Soper.

COOPER-BESSEMER REPORTS IMPROVEMENT IN BUSINESS

Grove City, Pa., May 8.—Continued improvement in business volume at the plant of the Cooper-Bessemer Corporation, manufacturer of engines and air compressors, has been recorded since the first of the month, according to Z. E. Taylor, secretary. Current production is approximately 75 per cent. of capacity, which compares with a similar rate a year ago.

PACKARD DISPLAY IN N. Y.

New York, May 8.—More than 2,100 people visited the Packard showrooms at Broadway and 61st Street on Monday to look over the display of the most famous of the motors Packard has built for land, air and marine craft in the past thirty years.

AMERICAN AUSTIN CO. SELLS $1,000,000 OF THREE-YEAR NOTES

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additions, will be $1,161,668, against which have been charged $225,631 depreciation. New machinery, tools, patterns, etc., and furniture and fixtures bring total fixed assets to $1,565,473.

The company places a value of $212,202 on licenses, rights, etc. Deferred charges, consisting of advertising, experiments, discount on notes and organization expenses, amount to $200,917. Expenses prior to operations reached $120,540, from which was deducted $52,211 interest received. Total assets will be $4,351,-261.

The only additional fixed liability to the $1,000,000 notes is a $150,000 mortgage, due in 1934. The balance sheet also gives effect to the 10,000 shares of common stock to be issued to note holders on May 1, 1931, which makes the outsanding capital stock 301,125 shares, carried at $2,697,625. Revaluation of surplus brings the capital stock and surplus account to $2,920,766.

27 COUNTRIES ACCEPT BID TO ROAD CONGRESS

(Continued from Page 1)

China and Japan in Asia, Colombia, Ecuador, Cuba, El Salvador, Costa Rica and Honduras in Latin America, and Canada.

Other countries which announced their decision to be represented officially at the congress are:

Bulgaria, Denmark, Egypt, Nigeria, Hong Kong, Greece, Irish Free State, Norway, Poland, Rumania, Holland, Switzerland and Czecho-Slovakia. Countries of Latin America are expected to be especially well represented at the congress, it is indicated.

The congress will be divided into two sections, one dealing with construction and maintenance of highways, the other with traffic and administration. Each section has been allotted three questions for discussion.

Under construction and maintenance the questions to be discussed are: Results obtained by use of cement, bricks or other artificial paving; the use of tar, bitumen and asphalt in road construction, and the construction of roads in new countries, such as colonies and undeveloped regions. Questions to be discussed by the second section are: Ways and means of financing highways; co-ordination of highway transport with other forms of communication, and traffic regulation in large cities and their suburbs and parking and garaging of vehicles.

AUTOMOBILE CLUB TO HONOR JOHN N. WILLYS

The newspaper friends of John N. Willys, ex-president and chairman of the board of the Willys-Overland Company are tendering him a luncheon on Monday, May 12, at the Automobile Club of America, 12 East 53d St., here, to wish him "godspeed" on his journey to Poland, where he is to take up the post of United States ambassador.

ELECTRIC AUTO-LITE INCREASES OUTPUT 10%

Toledo, O., May 8.—Officials of the Electric Auto-Lite Company announce a 10 per cent. increase in production schedules this month. C. O. Miniger, president, indicated that April was the largest month in the number of units produced in the history of the company. The production schedule for May is more than 9,500 complete starting, lighting and ignition units daily.

ROCK HILL BODY CO. GETS SO. CAROLINA CAB ORDER

Rock Hill, S. C., May 8.—The Rock Hill Body Company here has just received an order from the State Highway Department to rush construction of 100 new cabs. The A. L. Hansen Manufacturing Company of Chicago, Ill., is co-operating with the Rock Hill company, as Hansen hardware is specified for these cabs and shipment from that company is being made immediately.

PROGRAM COMPLETED FOR SECOND ANNUAL AIRPORT CONFERENCE

(Continued from Page 1)

subjects and to insure detail discussion the committee plan has been adopted for the conference. Every registered delegate will be assigned to one of the ten committees listed below.

Accounting Committee—E. A. Johnson, president Dayton Airport, Dayton, O., chairman.

Hangar Construction Committee—Capt. Ralph H. Higgins, chief engineer, National Air Transport, chairman.

Surfacing and Drainage Committee—T. R. Newell, chief engineer, Cleveland Municipal Airport, chairman.

Servicing and Storage Committee—Lieut. H. H. Mills, manager, Brainard Field, Hartford, Conn., chairman.

Lighting Committee—Major John Berry, manager, Cleveland Municipal Airport, chairman.

Seaplane and Amphibian Base Committee—Andrew Heermance, director of aviation, Miami, Fla., chairman.

Traffic Handling Committee—C. W. Short, Jr., manager, Municipal Airport, Tulsa, Okla., chairman.

Concessions Committee—W. Sanger Green, manager, Central Airport, Camden, N. J., chairman.

Sales and Advertising Committee—R. F. Craig, assistant to the president Fairfax Airport, Kansas City, chairman.

Small Town Landing Fields Committee—Frank L. Bertschler, airport director, Beaumont, Tex., chairman.

Airport Equipment Manufacturers Meeting, 2.30 p. m.—Curtis Main, Aqua Systems, Inc., chairman. All airport equipment manufacturers members of the Aeronautical Chamber of Commerce are invited to attend this session, which will be of short duration, allowing attendance at committee sessions.

Consulting Airport Engineers Dinner, 7 p. m.—A. W. Sowdon, vice-president Airport Development and Construction Company, toastmaster. All consulting engineers are invited to attend this luncheon to discuss the common problems of the profession and its activities in the Aeronautical Chamber of Commerce.

Airport Section Executive Committee Meeting, 8 p. m.—B. E. Fulton, chairman. The committee will consider at this time the city in which the 1931 conference should be held. Its selection will be presented to the delegates for action on the third day.

Equipment exhibit open all evening.

THURSDAY, MAY 15

General Session, 9.30 a. m. to 12 noon.—Col. R. B. Barnitz, director of aviation, City of Los Angeles, chairman. Reports will be read by the chairmen of the following committees. Each report will be followed by discusison. Thirty minutes will be allowed for each subject:—(1) Accounting. (2) Hangar construction. (3) Surfacing and drainage. (4) Servicing and storage. (5) Lighting.

Luncheon, 12.15 p. m.—Maj. R. H. Fleet, president, Consolidated Aircraft Corporation, toastmaster. Short talks by: Hon. Frank Cannon, commissioner of parks, city of Buffalo. Maj. E. E. Aldrin, chairman, fuel and lubricants section, Aeronautical Chamber of Commerce. Capt. Frank Hawks, "Gliding as an Airport Activity." This will be a famous flyers' luncheon. Nationally known pilots will be at the speakers' table.

General Session, 2.00 p. m.—David C. Logg, manager, Boeing Field, Seattle, Wash., chairman. Reports will be read by the chairman of the following committees. Each report will be followed by discussion. Each subject limited to 30 minutes. 6. Seaplane and Amphibian Bases. 7. Traffic Handling. 8. Concessions. 9. Sales and Advertising. 10. Small Town Landing Fields.

Conference Banquet, 7.00 p. m.—The conference banquet will be informal and will be open to the public up to the capacity of the hall. Tickets for other than registered delegates, $3 per person. Kenneth A. Wood, toastmaster. Address: "Aviation and the American Merchant Marine," M. B. Rodgers, vice-president, United States Lines, Inc. Address: "The McNary-Watres Act," Mabel Walker Willebrandt, counsedl the Aviation Corporation.

FRIDAY, MAY 16

General Session, 9.30 a. m. to Noon—Victor Vernon, vice-president Curtiss-Wright Airports Corporation, chairman. Address, "The Layman's View of Aviation," W. R. Needham, hotel management, New York. Address, "Reducing the Weather Hazard," W. R. Gregg, chief aerological division, Weather Bureau, Washington, D. C. Address,

(Continued on page 11)

SPARKS from DETROIT

Faulkner Optimistic

* * *

Ford Production

* * *

Chrysler Expands in Detroit

* * *

Fred Kingsbury—Detroit Editor

I HAD a talk with Roy Faulkner, vice-president of the Auburn Automobile Company, Auburn, Ind., upon his return from a trip through the West, Northwest, California and several other Coast states, where he has been studying automobile merchandising conditions.

He said conditions in that section are encouraging, as the majority of the people there have not been playing the stock market and were not affected by the late fall fiasco. Forecasts for the farming industry are good, and there is no reason for delayed buying at any point along the line.

Motor car dealers are encouraged and small town dealers, especially, are in line for some good business during the coming summer months.

It might also be remarked that reports from the East, and especially the New England states, show conditions much improved over a month ago.

* * *

HENRY FORD reports that production at his plants will reach close to the peak of 10,000 units a day during the present month. However, this will not mean that it will be necessary to employ more men to make this number of automobiles and trucks.

Now Austria wants Henry Ford to come to its aid. Chancellor Schober has requested that he establish a plant at Steyr, where the Steyr motor car is made. It is reported the automobile industry in Austria has been hard hit in recent months and a great many people are out of employment, necessitating government aid.

* * *

John H. Thompson, Chrysler distributor in Detroit, is wearing a broad smile these days. All this has been brought about by the fact that Mr. Thompson has added sixteen new dealers in the Detroit district within a short time, thus building up his organization to one of the largest in the city.

* * *

M. B. COVERT, general manager of the Renu Hetepruf Company, over at Holland, Mich., dropped us a note the other day and said the company's output of piston rings for replacement purposes during April increased 45 per cent. over March.

* * *

Automobile manufacturers have been studying the details of the new French automobile tariff during the past few days. They have been giving particular attention to the weight tax in a graduated scale. Up to the present time they have not made any comments on the new schedule.

* * *

EXECUTIVES of several of the motor manufacturing plants are of the opinion there is a trend towards the open car, especially in the medium and higher priced class. This trend, of course, seems to be more pronounced in the two-car families, and especially among the younger set. Production in the open car line has increased considerably during the past two weeks, but just how far this trend will go is something nobody seems to know anything about. However, the factories are ready to make them as fast as the orders come in.

* * *

Automobile manufacturers of Detroit are showing great interest in the forthcoming meeting of the Society of Automotive Engineers to be held in French Lick beginning May 24. This is due to the fact that many of the first automobiles ever built will be on exhibition, and probably some races between these ancient vehicles will be staged. A considerable number of motor car makers are planning to attend the sessions.

* * *

HOOVER HOLTON, who has been sales promotion manager of the Hupmobile Michigan Sales Corporation, has severed his connection and is taking a vacation trip in the lower Rio Grande Valley of Texas, where he has some holdings in the citrus fruit development.

* * *

It is reported that Canadian automobile registration figures for 1929 show that country to be the second largest user of motor transportation in the world. The ratio is one automobile for every nine persons.

* * *

Walter H. Blucher, of the City Plan Commission, estimates that the population of Detroit in 1950 will be 3,800,000.

Production--Engineering--Factory

Engineering Council to List Over 100,000 Engineers In Private Census

MORE than 100,000 professional engineers throughout the United States will be listed by the American Engineering Council, it is announced, in a special census, which, it is believed, will provide one of the most comprehensive cross-sections of the profession yet obtained.

This census will supplement that now being made by the United States Census Bureau. At the same time it will supply a large volume of information which is vital to engineers, colleges and technical schools and which would be unavailable, it is pointed out, under the enumeration system employed by the census bureau.

In the Government's questionnaire, professional engineers are grouped in four classes: civil, electrical, mechanical and mining engineers. When these Federal classifications were issued, the American Engineering Council brought some of the difficulties of such a division to the attention of the government officials.

Professional men objected that none of the titles clearly or accurately described the manner in which they earn their living. Many of the complaints came from agricultural, automotive, chemical, heating and ventilating engineers and others.

"It was brought to the Bureau's attention," says a statement from the Engineering Council, "that the consulting engineer group, although a small one, was very important from an individual standpoint. These men make their living independently; that is, they own and operate their own professional business, and it is important to know how many of the engineering profession are supporting themselves through strictly professional services, and whether this number is increasing or decreasing."

The special census which the Engineering Council now has under way has been in preparation for about a year. It will not cover every professional engineer, the Council explains, but the results of the study will be valuable to engineers and to technical institutions which otherwise would be dependent upon the less detailed facts adduced by the Government.

NEW PLYMOUTH HAS LARGER ENGINE AND FIVE BODY STYLES

(Continued from Page 1)

1 9-16 inches in diameter. Exhaust valves, 1 7-16 inches in diameter, are Silchrome. The diameter of the valve stem is 3/8 inch and the lift 9-32 inch. Valve tappets are of the mushroom type with stem diameter of 5/8 inch.

The radiator is cellular, with wide — 3¾ inches detachable shell. It has an unusually large frontal area, water capacity of 3½ gallons is cooled by a 17 inch fan and a flexible mounting protects it from shock transmitted through the frame. The "Easy-on" radiator cap is a convenient feature.

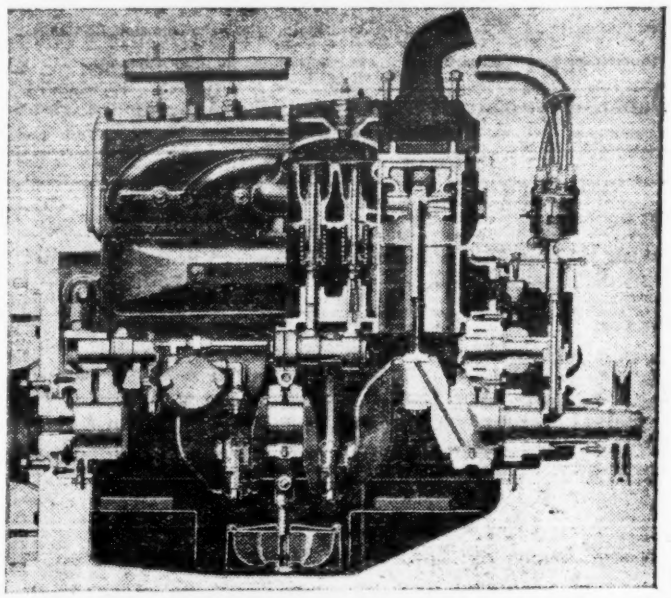
The single wire electrical system is used with six-volt third brush regulation type generator. The starting motor is of the manually operated type—the pinion being engaged with the steel ring gear of the flywheel before revolving.

Features of the ignition system are: a top-outlet waterproof distributor, semi-automatic spark control, weatherproof and heatproof ignition, cables carried in separate compartments in the metal cable conduit and the coil in the unit with the ignition locking switch.

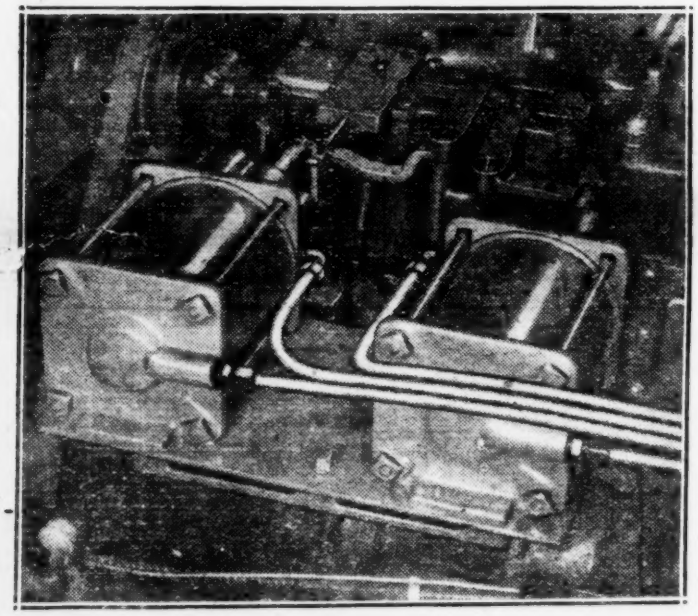
The fuel system is of the vacuum feed type. The vacuum is supplied by the oil pump, which is so constructed that when the oil supply becomes dangerously low the vacuum is broken, thus cutting off the gasoline supply. This is known as the oil-vac system and prevents the running of the engine without oil. The gasoline tank is at the rear of the car, outside the body. An electric gasoline gauge is located on the dash. A gasoline filter is attached to the vacuum tank.

The carburetor is of the plain tube type, with single adjustment for idle speed. It is equipped with acceleration pump which supplies additional gas to facilitate acceleration. The choke and throttle are interconnected in such a way that

(Continued on Page 4)



NEW performance for the new and finer Plymouth which makes its bow to the public today, is obtained by the larger and more powerful engine of 46 horsepower. Longer stroke, higher compression ratio, greater capacity, full pressure lubrication and other mechanical refinements make this power plant outstanding in the lowest price range



Universal Vacuum Gear Shift Installed on Cord Front Drive Car

Vacuum Gearshift Device Developed for Use on Cord Front Drive

Location of Geer Shifter Control on Cord Front Drive

BECAUSE of the layout of parts on front drive cars, the use of a steering column or dash control gear shift on vehicles of this type has excited considerable interest.

The Universal Gear Shift Corporation, New Haven, Conn., reports that its engineers have been working closely with the Cord front drive engineers, and as a result have worked out an installation which is particularly suited for this car.

A small selector lever and dial are placed on the steering post of the car. The lever, whose operating arc follows the curve of, and is located two inches below the rim of the wheel, is within reach of the fingers of the hight hand while that hand still guides the car.

The speeds are in progression; that is reverse, parking, neutral, first, second, and third, with reverse protected against accidental shifting by a safety trigger and with neutrals between first, second and third.

No gear shift can take place accidentally, no matter what position the index lever takes. The clutch pedal controls a safety lock, which will not allow a gear change while the clutch pedal is engaged.

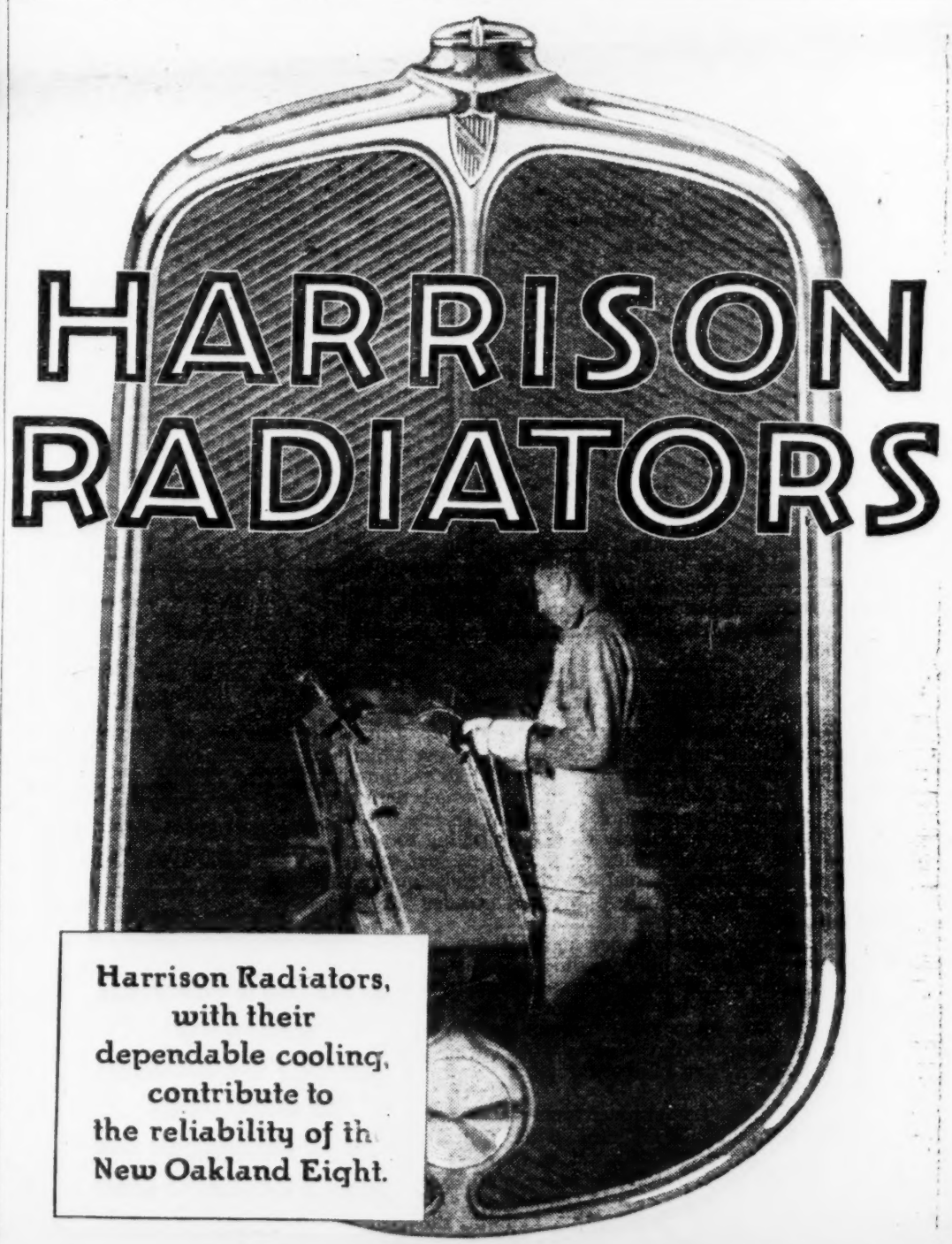
The vacuum pressure instantly and positively engages the gears. They are firmly held in gear and cannot loosen. Nothing requires adjustment or lubrication. All parts are strong, durable and reliable. Operation is never affected by change of temperature or conditions. A one finger motion of the selector changes gears.

PLAN REFINERY VISIT

Washington, May 8.—The Pennzoil Company at Oil City has invited the members of the National Petroleum Association to visit its refinery on Saturday, May 24. This visit will follow a meeting of the board of trustees which will be held at Oil City on May 23.

E. H. SALRIN SUCCEEDS DEACON IN TIDE WATER

New York, May 8.—E. H. Salrin was elected yesterday a director of the Tide Water Oil Company to fill a vacancy caused by the retirement of J. B. Deacon.


HARRISON
RADIATORS
Harrison Radiators, with their dependable cooling, contribute to the reliability of th New Oakland Eight.

Automotive Daily News

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Sound Dealers

IN recent issues of Automotive Daily News our readers have had a chance to study the results of a survey of dealer conditions as factory executives see them. Obviously the men in the sales department of the manufacturing companies have a pretty good opportunity to analyze dealer conditions and prospects.

It is interesting to note, then, that almost without exception the factory executives believe that dealers today are on a sounder basis than ever before. They base this belief on the fact that dealers generally realize that they must apply sound merchandising principles to their operations, while the manufacturers realize that dealers cannot exist unless given every possible assistance. This last is practically a word-for-word quotation from the statement sent us by J. E. Fields, vice-president in charge of sales for the Chrysler Corporation.

We have commented on many previous occasions upon the growth this year of better understanding between the factory and the dealer. This recent survey confirms our belief that this closer entente has been firmly cemented by the events of the past few months. If the new idea in factory-dealer relations bears the test of prosperity, conceived as it was in a period of stress, the past six months with all their trials and tribulations will have been well worth living through, for dealer and factory alike.

We may note here briefly that Mr. Fields in his comment on the present situation says: "Financial conditions of dealers, in my opinion, are no worse than they have been, but with less business dealers' ability to finance large volume is curtailed by the general attitude of financial institutions and general business conditions." It is desirable that banks and bankers should try to prevent overexpansion, overbuying by dealers. On the other hand, it is extremely necessary that dealers should be given financial backing in the carrying of whatever vehicle units they can sell in their respective markets. Bankers are performing a useful function when they act as a brake on overoptimistic dealer estimates, but if they insist on sitting on the safety valve, they may possibly blow up the boiler.

Petting at $50

NEW YORK state has finally taken the plunge. It has come out definitely against romance, with a law which makes "petting parties" on state highways an offense punishable with a fine of $50 for the first conviction and a similar fine and six months in jail for a second offense. For six years the old meanies at Albany have been trying to pass a law of this kind. And now they go and do it, just when South winds are beginning to steal across the landscape and June moons are putting on their paint and powder for an impending entrance.

Of course, all this anti-romance legislation applies only to state highways. We can only predict that the secondary county and township roads are going to be unduly crowded these coming summer nights with bootleggers of petting. And then doesn't this impose a handicap on the poor but ambitious boy in favor of the wealthy youth who can take his petting where he will, even at $50 a clip?

PIERCE-ARROW has just shipped a special car of state to the Shah of Persia, Riza Khan. This is probably the costliest motor vehicle ever built. It is finished in white, with solid gold hardware, bejeweled and ornate beyond the dreams of even Hollywood. Still if some of our billionaire movie queens catch a glimpse of this gem of the coachmakers' art, we tremble for the Shah's world's record.

New Plymouth Announced In Five Body Styles

(Continued from page 3)

the throttle is automatically opened when the choke is used.

The new Plymouth gearset is oversize, with main shaft carried on ball bearings and wide-faced, heavily webbed gears of chrome vanadium steel. It is of the selective sliding type, three speeds forward and reverse. The long, conveniently located gearshift lever facilities shifting.

The steering mechanism is of the worm and sector type, semi-irreversible. The drag link is equipped with double cushioning springs at each end, for cushioning road shock. Tie rods have extra heavy forged ends, with fully enclosed ball joints.

Easy steering is insured by the use of ball thrust bearings for the steering knuckle pins and the designing of the steering knuckle yokes for pivotal steering. The steering wheel is 17 inches in diameter and is of the new and graceful "thin-grip" rubber and steel construction.

Distinctive artillery type wood wheels have heavy oval spokes, demountable rims and balloon cord non-skid tires. Tire size 4.75x19.

The frame of the new Plymouth is extra large—153¼ inches long, 5 inches deep and with flanges 2⅛-inches wide at the center section. There are four heavy cross members with the rear engine supports forming a fifth. The frame material is 9 64-inches thick. The overall length of the new Plymouth is 169 inches, including bumpers.

Four long, semi-elliptic, laterally mounted springs are used. The front springs are 35½ inches in length and 1¾ inches wide, while the rear springs are 53½ inches long and the same width as the front springs. Springs have self-adjusting shackles and shock-absorbing rebound plates.

Rugged, sturdy axles on the new Plymouth are especially designed for hard usage and long life. The rear axle is semi-floating with a gear ratio of 4.3 to 1, and employs a banjo type, pressed steel housing. Eight tapered roller bearings are used in the rear axle assembly—two supporting the drive pinion, two carrying the differential case and two at the outer end of each axle shaft.

The front axle employs a heavy I-section, drop-forged center with spring seats and steering knuckle yokes integral. Easy steering is insured by the use of ball thrust bearings at the steering knuckle pins and the design of the steering knuckle yokes for pivotal steering. The front wheels are equipped with tapered roller bearings.

The Plymouth is the only car in the lowest price field which has hydraulic brakes. Plymouth brakes are of the internal type at all four wheels, and are fully protected from water and dirt by the special design of the brake support and the flanging of the brake drum. Through the use of molded brake lining, Plymouth brakes are given maximum effectiveness, smoothness and quietness. The drums are 11 inches inside diameter and the brake facing is 1½ inches wide.

The parking brake is an independent system, operating on the drive shaft, thus its action is multiplied and equalized through the differential. It has a 7-inch drum with a brake band 2 inches wide.

The new Plymouth is offered in five body styles. The new coupe, with wide doors and large, carrying space—approximately 27 cubic feet in rear deck—is finished in Ambassadoro brown and Thorn brown with flame striping. It lists at $590 at the factory. The coupe with rumble seat, which features an adjustable rear window, large comfortable rumble seat finished in leather, is black with striping in vermillion and is priced at $625.

The new four-door, three window sedan, lists at $625. It is finished in Vinci gray and black, with striping in ivory. The new Plymouth roadster with rumble seat is priced at $610. It has genuine leather upholstery throughout and is finished in Tourmaline gray and blue Moss green with ivory striping.

A collapsible top with movable rear panel, flat mohair waterproof upholstery, large rumble seat upholstered in genuine leather are features of the convertible coupe, which is finished in Samarkand and Arcadian gray with cream striping.

All enameled parts of the new car are treated with Bonderite which is claimed to render them rustproof and to permit a much better and more lasting finish.

NEW STEEL BODIES

The body incorporates the very latest developments in modern coach building. Constructed of steel, these bodies are claimed to be stronger but not heavier. Assembly sections, formed by presses into solid sheets of steel, rubbed and shaped to give maximum strength, are fused into one continuous piece of steel, thus eliminating all joints. Every point of strain is especially braced, with the braces welded and riveted. Each door is composed of five separate pieces welded together into one non-warping, non-sagging unit.

The new Safety-Steel body is not only unusually strong and rigid but because all joints are eliminated, it is permanently quiet. The new body combined with the four-wheel hydraulic brakes makes the new Plymouth a motor car of unusual safety.

NEW COMFORT

The element of comfort was a carefully considered factor in the designing of the new Plymouth, which has an over all length of 169 inches. It is longer, roomier, more comfortable than ever. Wide doors permit easy entrance and exit, open into large, roomy and inviting interiors. Generous head-room and leg-room are offered in both front and rear compartments. Extra-large windows afford unobstructed vision in all directions. Seats are wide and deep, fitted with soft form-fitting cushions.

Rich and soft upholstery and trim materials in neutral shades harmonize with exterior color arrangements. The interior hardware — door handles, window regulators, robe rail bracket and other metalware—is in the distinctive Butler finish. Interior fittings are complete—robe rail, foot rest, dome light and silken curtain at the rear window in the sedan. Door windows and side windows in closed models are adjustable.

The vertical ventilating windshield permits either direct or indirect ventilation. An automatic windshield cleaner, regulated from the dash and a rear vision mirror are items of convenience for the driver. The new Plymouth instrument panel, attractive and convenient, includes speedometer on the right where it s visible to the passenger as well as the driver; switch on the left, in the most convenient position; electric gasoline and oil pressure gauges, ammeter, choke and spark control. All instruments are indirectly lighted.

At the center of the steering wheel are horn-button, head light control and throttle lever.

Draft plates around the steering column and pedals exclude all drafts. Heavy felt pads under the floor carpets are effective insulators against both heat and cold.

A Moto-vox horn, mounted on the headlight tie-rods, makes the front view of the new Plymouth distinctive.

COMING EVENTS

MAY

1-10—**Melbourne, Australia.** International Motor Show.
23-27—**Atlantic City, N. J.** American Society for Testing Materials annual meeting.
27-29—**Washington, D. C.** National Conference on Street and Highway Safety
25-29—**French Lick Springs, Ind.** Society of Automotive Engineers' summer meeting.
30—**Indianapolis, Ind.** Automobile Race

JUNE

2-12—**Paris, France.** Automobile Salon
9-12—**Detroit, Mich.** American Society of Mechanical Engineers' semi-annual meeting.
16-25—**London, England.** Olympia Motor Show.
23-26—**San Francisco, Cal.** Meeting American Electric Railway Association.
29-July 13—**Posen, Poland.** International Motor and Transport Show.

SEPTEMBER

29-Oct. 4—**Pittsburgh, Pa.** National Safety Council Annual Safety Congress.

OCTOBER

2-12—**Paris, France.** Automobile Salon.
6-11—**Washington, D. C.** Sixth International Road Congress.
6-11—**Washington, D. C.** American Road-builders' Association Convention.
16-25—**London, England.** Olympia Motor Show.

NOVEMBER

6-16—**Berlin, Germany.** International Automobile Show.
8-15—**Chicago, Ill.** Automobile Salon at Drake Hotel.
10-14—**Cleveland, O.** Motor and Equipment Association Show.
17-22—**Cleveland, O.** National Standard Parts Association Show.
30-Dec. 6—**New York.** Automobile Salon at Hotel Commodore.

DECEMBER

6-17—**Brussels, Belgium.** Automobile Exhibition.

Tru-Lay, Tru-Loc eliminates the drawback to the use of cable

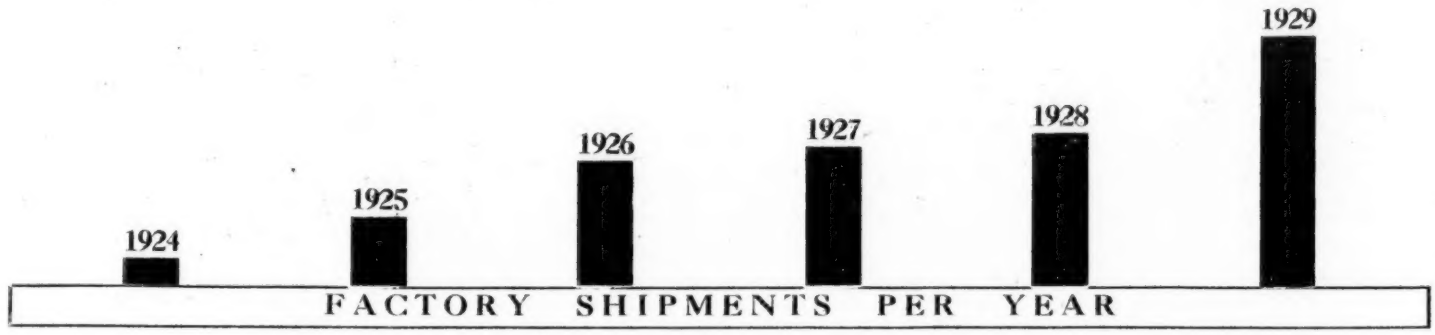
Tru-Lay Cable, with Tru-Loc Fittings, solves the problem of cable anchorage. The machine process of attaching Tru-Loc Fittings causes the metal to flow into the interstices between strands and wires, making these fittings an integral part of the Tru-Lay Cable itself.

The drawback to the use of cable is now solved. Get all the facts. Address:

AMERICAN CABLE COMPANY, *Incorporated*
An Associate Company of the
American Chain Company, *Inc.*
3-111 General Motors Building, Detroit, Michigan
Executive Offices:
New York Central Building
230 Park Avenue
New York, N. Y.

GROWTH

in Which the Dealer Shares



Auburn's amazing continued growth has never been obtained at the expense of its dealers. The best proof of this is the fact that year after year, as factory sales have steadily increased, the average number of cars sold per dealer has likewise increased. The sales gains shown above continue in 1930.

For dealers who wish to grow with Auburn, there is still some desirable territory open. Write or Wire.

6-85 Sedan $1095; 6-85 Sport Sedan $995; 6-85 Cabriolet $1095; 8-95 Sedan $1295; 8-95 Sport Sedan $1195; 8-95 Phaeton Sedan $1395; 8-95 Cabriolet $1295; 125 Sedan $1595; 125 Sport Sedan $1495; 125 Phaeton Sedan $1695; 125 Cabriolet $1595. Prices f.o.b. Auburn or Connersville, Ind. *Equipment other than standard, extra.* AUBURN AUTOMOBILE COMPANY, AUBURN, INDIANA. *Airmail postage has been reduced to 5c for the first ounce and 10c for each additional ounce. Use airmail daily for quicker communication. The development of aviation is vital to American progress.*

AUBURN

POWERED BY LYCOMING

MERCHANDISING ACCESSORIES EQUIPMENT **WHOLESALE** DISTRIBUTION SHOP EQUIPMENT REPLACEMENTS

Garage Card Hanger Gets Business for Jobber

MOST EFFECTIVE PUBLICITY PLAN

House Does Shop Jobs On Trucks, 'Planes, Cars, Tractors

By K. H. LANSING

NEXT to personal contact with customers and prospects the most valuable and effective means of obtaining business, used by Hagner, Inc., replacement parts jobber, 1188 Kaighn Ave., Camden, N. J., is a garage card hanger distributed and posted by the salesmen.

The card, twelve by nine and one-half inches, is bright red to attract notice, with black bold face printing, somewhat in the modernistic manner. The salesmen not only hang the original cards at eye-level or a little above in strategical positions in garages and in the offices of purchasing agents and truck fleet or transportation managers, but at each succeeding call they keep an eye on them to see if they need renewing. Should a card be illegible, torn or missing, up goes another at the salesman's next call. The cards are a heavy though flexible Bristol board, not easily broken or disfigured.

As the bulk of the Hagner, Inc., accounts is commercial and industrial, placing these card hangers in garages and, for example, yard shanties, or offices is the best possible kind of distribution for them. The card strikingly sets forth the main operations in the corporation's mechanical shop; asserts that this work is fully guaranteed; announces that truck, tractor and aeroplane parts are stocked; lists a dozen classifications of parts handled and proclaims that the house is official distributor in southern New Jersey for Greylock brake lining. The telephone number heads the card and the name and address of the concern come last—which is considered good psychology from the customer's point of view, because the service and the parts desired are the first consideration and where to obtain them is secondary.

The proportion of the total accounts is about 60 per cent. commercial and industrial sales and shop service and approximately 40 per cent in connection with passenger cars for dealers and garagemen.

"We are able to check up on considerable of the business these garage cards bring in to us," says H. L. Hagner, "because customers, new and established, in calling here frequently mention they saw them and were either reminded to stop in, or guided here by the announcements. These cards, by the way, thus far have proved the most profitable kind of advertisement we have ever employed. We have always obtained notably good results from them, and they are certainly an economical form of publicity."

The house sends out some postcards and other literature supplied by factories, but, with the exception of the cards, has rejected all other types of advertising.

"I know what I do with most of the direct mail that comes to my desk," adds Mr. Hagner, with a significant downward sweeping motion of the hand, and I guess the majority of people do about the same thing."

Motor rebuilding is the mainstay of the shop work division. Service work includes babbitting, block boring and block grinding; finishing, reaming and fitting pistons and piston rings; boring out rod bearings to proper shaft sizes when customers have sent in, or brought in their rods with new bearings; rod aligning, lining brake bands and performing clutch plate and flywheel work.

The equipment for the mechanical shop embraces a Van Norman piston grinder; both a Storm and a Rottler boring machine for boring motor blocks; a Shoemaker babbitting machine; a Van Norman power reamer; a Knock Out Lee valve reaming machine for inserting new valve seats; a complete set of Red Line reamers; a Davis and Reese combination brake-lining machine and numerous portable electric drills. Three mechanics take care of the shop operations. Mr. Hagner agrees with those jobbers who assert that a replacement parts business could hardly succeed without a well-conducted mechanical shop to gain and retain trade and to help promote parts sales. The only shop equipment sold consists of valve reseating tools, including special models for aeroplanes, and reamers.

The two outside salesmen who sell the entire line, as well as solicit work for the mechanical shop, cover a radius of twenty-five miles from Camden and take in the airports, or flying fields in their district. They obtain some shop work from the flying fields.

The house is getting considerable business in parts and shop service from industrial concerns, such as road builders and construction contractors of various kinds, who employ tractors in their work. Occasionally some farm tractor business is obtained. The salesmen carry a specially made-up catalogue of manufacturers' looseleaf illustrations and descriptions, locked in Kalamazoo binders. The house issues no catalogue of its own.

Two counter men serve the stop-in trade and make a point of speed in getting out orders. The corporation rents its delivery trucks on a contract basis. A perpetual inventory is used in keeping track of stocks.

CLARK

AXLES

for passenger *and* commercial vehicles

Recognized as standard by automotive leaders,

CLARK AXLES

CLARK EQUIPMENT COMPANY

Buchanan Michigan

AXLES Front & Rear WHEELS Single or Dual Tire CAST STEEL HOUSINGS TRANSMISSIONS

WHEELS, INC., STOCKHOLDERS ELECT OFFICERS, DIRECTORS

New York, May 8.—At a special meeting of the stockholders of Wheels, Inc., the following directors and officers were elected: Thomas J. Wetzel, chairman of the board; John F. Creamer, president and treasurer; Peter F. Mimnaugh, vice-president; James Mattern, vice-president; Joseph A. Schrafel, secretary.

FIRESTONE STEEL NAMES MORR SALES MANAGER

Akron, O., May 8.—Clarence Morr, manager of trade sales of Firestone Steel Products Company, has been appointed sales manager of the company, according to an announcement today. Morr came to Firestone in 1913 and worked in the order and production departments at Plant 1 until 1916. After four years in rim sales work he became territory sales representative and two years later trade sales manager.

ADDS MONROE LINE

Duluth, Minn., May 8.—Paramount Service, Inc., jobber at 521 East Superior St., has announced that it has been appointed distributor in Duluth and northern Minnesota for Monroe hydraulic shock absorbers, known as the two-way type.

Editor's Column

THERE are few jobbers who handle parts for the so-called orphan cars, although there are men who have made a fortune in specializing in this branch of the business. A parts jobber told us recently that the reason he didn't go into this branch of the business was because it was more on the retail line and also because there were automobile junk yards that could sell used parts for orphan cars at half the cost of a new unit.

There is a case on record where a junk man learned while he was wrecking cars that there were many parts in the junk that could be resold with good profit. He started at work on a system of cleaning each part, oiling it well, wrapping it up and by a number system, keeping a record of the part as to make of car, year of make, model, etc., and waiting for someone to ask for just that part.

As years went by this man opened, in connection with his junk yard, a used parts store and when he died, only recently, he left an estate valued at millions, a well established business, with several branches, and was a member of a national jobbing association.

There are places where orphan car parts are specialized in, and many of these stores handle only new parts. An incident of competition in this line of business is told where an orphan parts dealer, using only new parts, and another, who specialized in used parts, were operating on the same block. Each time the new parts dealer advertised an item, the other fellow put up a sign listing the same thing at half price.

JOBBERS are doing more advertising, especially those who are operating machine shops. One Eastern jobber, who was one of the first to go into the machine shop branch of the business, found that he could do twice the business he was getting without much increase in his overhead.

He went out to the service stations and garages in his territory and found that he was getting nearly 100 per cent. of the business that was going out. He decided that unless he wanted to increase his territory out of proportion to his delivery capacity, he must get the business for the service stations and garages, to increase his own business.

He started his advertising campaign in the various newspapers throughout his territory, playing up maintenance work and the results of having cars overhauled, repaired or otherwise reconditioned, and advised car owners to take their work to their own garagemen or service stations.

In an advertising campaign that lasted throughout the first quarter of this year he estimates that this advertising brought him over and above the extra expense of advertising and the salary of extra mechanics several thousands of dollars, in addition to a 10 per cent. increase in the sale of parts.

RECENTLY we came across a big truck fleet operator who told us that he bought his replacement parts from among several jobbers, dealers and manufacturers, depending upon the quantity of items he was buying at one time.

He says that he has never been approached by any jobber for his complete requirements. He buys his gas and oil from one concern, however, stating that as soon as he went into business he was approached by several concerns and accepted the most attractive offer.

This causes us to wonder how many jobbers are neglecting this source of big business. A truck fleet operator spends thousands of dollars annually for replacement parts and if he operates a mixed fleet would not be in a position to keep running to the truck branch for parts. In addition, if he operates his own machine shop, there is the opportunity of selling him shop equipment, etc.

In the Accessory Field

Newark, N. J., May 8.—Andrew W. Robertson, chairman of the board of directors of the Westinghouse Electric and Manufacturing Company, spoke at a luncheon of the Bond Club of New Jersey, at the Robert Treat Hotel. Samuel M. Kintner, assistant vice-president in charge of engineering, gave a demonstration of the products of the company's research laboratory.

Seattle, Wash., May 8.—A radical change in the business of F. J. Laher Auto Spring Company, is now being undertaken at all the Laher establishments along the coast. Brake service station equipment is being installed and this service will be given in addition to the regular Laher service in springs, bumpers, trunks, etc. The local establishment is undergoing the alterations at this time. The improvements in the Laher plants in Oakland, Los Angeles, Portland, Spokane, Salt Lake and Seattle alone will run into an expenditure of nearly $200,000, including stocks to be carried, to provide this new service.

Newark, N. J., May 8.—The annual spring frolic of the New Jersey Oil Trade Association was held in Dietsch's Restaurant. More than 125 members and their guests were present. Crawford Adams entertained.

Portland, Ore., May 8.—Announcement has been made of the appointment of Carl Zenger as manager of the electrical service department of the Sunset Electric Company. The appointment is coincident with a reorganization of the company's service department, which now includes, in addition to lighting, starting, ignition, speedometer and battery service, authorized factory service for Winfield carburetors, Dayton tires and complete service for all kinds of automotive accessory equipment.

Syracuse, N. Y., May 8.—Accommodations for twenty-five cars have been provided for in the new plant of Bristol's Auto Service, featuring radiator and automobile glass restoration, at 420 East Water St. The former location at South State and East Water Streets was abandoned a week ago. Facilities for service work have been increased 50 per cent. in the new plant, according to Leon M. Bristol, general manager. Electrically operated machinery is standard equipment in the new shop.

Newark, N. J., May 8.—L. R. Richmond, president of Firestone Service Stores, Inc., 444 Central Ave., engaged in the automobile servicing business, has taken to flying. He now holds a student flying license and is learning at the Curtiss-Essex Field, Fairfield. Richmond is using a Curtiss-Fledgling plane.

USED PARTS SALE EFFECT IS CITED

Seattle A. D. A. Points Out Loss to the Industry

By D. M. TREPP

SEATTLE, Wash., May 8.—The harmful effect on sale of new replacement parts by the sale of used parts from wrecked cars is brought out in a bulletin just issued by the Seattle Automobile Dealers Association.

Cars placed in the "junked car" class are those valued at approximately $10 each, in this report. So-called wrecked cars, where parts are salvaged, are valued approximately at $20 each, and the parts repossessed by the wrecker who dismantles the car are sold for approximately $80 per car.

Figuring for the entire United States, the bulletin, declares that the "wreck" value of 2,500,000 cars estimated to have been wrecked during the past year is thus $50,000,000 with the reclaimed parts selling at $200,000,000. This amount of repossessed parts represents a new parts value of $600,000,000, as the wrecker sells his reclaimed parts at one-third the price of new parts.

Loss to Washington dealers, repairmen and service parts houses, on the same basis is placed at $8,460,000, and to King county trade alone the big sum of $2,820,000.

"No matter what the actual sales of these repossessed parts amount to," declared E. G. Hoffman, executive secretary, "they are large enough to warrant adoption of policy by automobile dealers that will prevent competition between repossessed parts sold by wreckers and new parts sold by dealers.

"Wreckers must sell parts equal to four times the cost to them. They sell at about one-third the value of new parts.

"One wrecking company in Seattle advises us that its repossessed parts business amounted to $100,000 last year. Their customers included owners, dealers, independent repair shops, industrial firms and fleet owners. Parts are guaranteed and sold at one-third value of new parts.

"How long will the dealers and manufacturers stand for this competition?"

The conclusion reached is that the total destruction of these cars will bring about the following results:

1. Eliminate competition in used parts sales.
2. Remove from service automobiles that should be eliminated.
3. Make possible the sale of better used cars or new cars as replacements.

WESTERN AUTO SUPPLY MOVES SACRAMENTO BRANCH

Sacramento, Calif., May 8 (UTPS)—Western Auto Supply Company, Sacramento branch, has moved from 11th and J Streets, where it operated for the past 11 years, to the newly remodeled structure at 14th and K Streets, where they occupy quarters fronting on K Street, and with some 2,500 square feet of floor space, the front of the area being the salesroom, while the rear has been made into a drive-in installation department. Jack Knox is manager.

WISCONSIN AXLES

Quiet, staunch in the steady performance of their job; to haul, to stay out of the repair shop, to perform at lowest possible cost.

WISCONSIN AXLE CO.

Oshkosh Wisconsin

Cumulative New Commercial Car Registration Statistics, March, 1930

Returns for today: California, Indiana, Iowa, Maine, Massachusetts, New York, Tennessee, Texas, Vermont, Virginia

Some of this data has been published previously, but it is given here complete for the convenience of our subscribers.

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

Commercial Car Registrations do not include buses.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Paige	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Alabama			230		2				215	3	18	2				1					1		1				473	Alabama
Arizona			62		10		2		131	3	2		1			4		2		2	1	1	1	2	1		225	Arizona
Arkansas			118		9				149	9	26	2	1			2		1					5	2			324	Arkansas
California	16		489	2	121	2	6	17	1366	43	43	21	3	1		62	3	6	16	2	8	3	27	4	7	127	2395	Calif.
Conn.	8	4	108	5	43	4	5	8	253	14	31	17	3		2	23	1		1	9	4		9	2	1	12	567	Conn.
Delaware	9	4	47		3				60	8	6	2				1				2							142	Delaware
Florida	1	5	123		6				276	7	10	3				6						2	4	1			444	Florida
Idaho			50		4				94		6	8				2		2					1	1		3	171	Idaho
Illinois	5	9	723	77	71	1	9	16	944	61	218	24	2		5	35	2		15	6		21	25		22	95	2386	Illinois
Indiana		15	604	13	47	1	3	5	817	36	113		2		7	32		1		16	3	9	7	13	3	10	1757	Indiana
Iowa			458	6	24		1	1	401	14	115	2				12	1	1			2	4	5	16	5	8	1076	Iowa
Maine	1	9	170	1	19	2			167		8	1	1			7						1	2	1	1		391	Maine
Maryland	9	13	221	12	26	2	3	14	356	21	44	15	1			20	2	1	2	6	7	3	14	2		15	809	Maryland
Mass'setts	30	16	266	12	88	9	10	16	663	38	66	35	2			41	1	1	8	13	5	2	11	3	2	10	1348	Mass.
Michigan	1	2	418	4	60	4	3	19	1022	49	59	13	2			22	4	2			2	4	4	6	1	16	1717	Michigan
Minnesota		2	291	4	31		3	3	422	11	70				1	18		2			2	4	6	8	4	7	889	Minn.
Missouri	9	23	1111	24	120	1	12	16	1228	47	208	5	8		1	30	6	4	1	8	11	43	9	38	5	43	3011	Missouri
Montana			98		3		3	1	135	5	43	1				4		2				6	1	6		1	309	Montana
Nebraska			228	2	14		1		263	8	39					1		1		1		6		11	1	2	578	Nebraska
Nevada			11		20				45	5	1	4				1		1	2							1	91	Nevada
N. Hamp.		5	65		5				91	1	8	2				6				2						1	186	N. Hamp.
New Jersey	3	31	367	6	60	2	8	8	675	34	46	83	3	1	2	28	1	1	11	5	10	4	14		7	38	1448	N. Jersey
N. Mexico			67		9		1		62	2	1												3	2			147	N. Mex.
New York	28	134	851	47	150	10	12	22	1750	167	130	85	5	1	3	80	1	4	24	106	10	16	75	18	3	69	3801	N. York
N. Carolina	8	1	240		23	1			239	4	47	2				9					1	1	11	1		1	589	Nor. Car.
N. Dakota			68	3	5		4		80	2	34					1		1				2		5		1	206	N. Dak.
Ohio	6	16	493	5	57	3	9	9	856	59	109	5			2	32	4	4	4	9	1	25	50	10	8	37	1813	Ohio
Oregon	3		117		9		1	3	211	6	14	4				9		2			1	1				6	387	Oregon
Penn'vania	41	37	725	15	174	13	14	20	1421	63	171	65	11		18	52	6	4	17	63	13	19	32	6	2	42	3044	Penna.
Rh. Island	5	3	72		15			4	93	9	8	5			1	8			1		2	2	8	1			237	Rhode Isl.
S. Carolina			129		9		1		121	4	3	1				1	1					1	2				273	S. Car.
S. Dakota			132		10		2	1	123	4	65	6				12		1				2		6	2	4	370	S. Dakota
Tennessee			107		18			6	136	13	27	5				2	2			1	2	1	2				322	Tenn.
Texas		7	782		35	3	9	3	889	21	132	3	3		1	19				1	2	5	17	12	1	5	1950	Texas
Utah			75		7				119	7	11					8		2				1	2			2	234	Utah
Vermont			29	2	10		1		92		11					5								4			154	Vermont
Virginia	5	21	540		37		1	9	506	16	41	2				13	6			3		2	12	5		15	1234	Virginia
Wash'ton			189		37		7	5	399	22	33	9				8		7	1		2	2	14	1		42	778	Wash.
W. Virginia		5	128	3	20	1	3		195	17	32				1	10				1			1	2	2	3	424	West Va.
Wisconsin		4	482	11	36	1	5	14	543	22	80		1			24		1	3	7	2	12	4	18	2	26	1298	Wisconsin
Dist. of Col.		1	34	2	6			3	63	7	3				1	8							1			2	131	D. of Col.
Totals	188	367	11518	256	1453	60	139	223	17671	862	2132	432	49	3	45	659	41	54	106	263	92	205	380	207	80	644	38129	**Totals**
Ala., 1929			132		8			2	114	3	10	1			1	3						2	2			1	279	Ala., 1929
Ariz., '29			100		40		1		171	14	10	2				5				3	9	1			2		358	Ariz., '29
Ark., 1929			217	1	19		1		229	4	25					3					1	1	4			2	507	Ark., 1929
Cal., 1929	16		566		245		12	24	1342	90	53	45			1	93	4	11	25	9	24	12	43		1	176	2792	Cal., 1929
Conn., '29	3	4	167	3	58		7	3	194	20	21	28		3	1	42		1		15	7	9	8		1	10	605	Conn., '29
Del., 1929			65		4				57	11	7	1		2		4	1	1					4				157	Del., 1929
Fla., 1929		2	200		12		1	1	307	9	18	2				8	1				1	5	4			1	572	Fla., 1929
Idaho, '29			40		8				47	5	11	7				4		3									125	Idaho, '29
Ill., 1929	10	18	992	144	185		10	25	1145	91	267	42		1	1	80	2		17	5		24	28			136	3223	Ill., 1929
Ind., 1929	1	31	673	9	80		6	6	750	56	86	2			1	43		1		10	15	15	12		1	8	1806	Ind., 1929
Iowa, 1929		5	563		48		7	1	286	11	118	3			1	32		2			7	8	2		1	5	1100	Iowa, '29
Me., 1929			101		8				98	1	3					13						1					225	Me., 1929
Md., 1929	16	3	174	10	51			8	208	20	17	19			2	24	1		6	5		1	12			9	586	Md., 1929
Mass., '29	31	24	408	8	114		25	11	701	73	72	39		2	1	95		2	17	12	9	15	35		2	40	1736	Mass., '29
Mich., 1929	6	2	800	5	108		20	15	1267	85	91	9		4	1	95		3			9	21	14		8	40	2603	Mich., '29
Minn., 1929			374		37			8	447	24	98	2		1	2	31		2			4	17	6		3		1056	Minn., '29
Mo., 1929	7	18	997	35	145		9	37	801	108	188	33				54	3	5	2	1	16	56	23			41	2579	Mo., 1929
Mont., 1929			105		40			2	220	18	96	1		1		13		2			1	1	2		1	4	507	Mont., '29
Neb., 1929		2	282	1	34			1	219	23	70	1				13		2			5	1	2			1	657	Neb., 1929
Nev., 1929			16		18		1		35		2	1									1		2		1	3	80	Nev., 1929
N. H., 1929	1	1	71	1	10				88	6	4					3				6		3				1	195	N. H., '29
N. J., 1929	18	25	489	6	78		12	20	604	55	48	83		22		57		3	3	8	7	19	35		4	98	1694	N. J., '29
N. M., 1929			61		14				48	4	10					1						1					139	N. M., '29
N. Y., 1929	56	150	1309	66	272		47	18	1596	117	136	180		35	11	110		2	12	50	21	37	77		1	166	4469	N. Y., '29
N. C., 1929	3	1	412		40				272	15	13	9				6	2	1			3	5			1	8	791	N. C., '29
N. Dak., '29			68		8			2	56	10	62			1		6		1				2				10	226	N. D., '29
Ohio, 1929	12	11	837	16	106		16	12	857	50	88	25		1	2	66	2	2	1	5	8	42	47		7	40	2253	Ohio, '29
Ore., 1929			125		33		5	6	211	14	17	6				11		1	1		4		7			9	450	Ore., 1929
Penna., '29	34	65	841	17	207		30	11	1088	98	126	50		6	9	108	4	8	20	25	15	36	41		2	54	2895	Pa., 1929
R. I., 1929	5	1	85		31		3	3	79	16	3	6				17				3		4	3			1	260	R. I., 1929
S. Car., 1929		1	186		23			9	113	5	10	1											1				349	S. Car., '29
S. D., 1929			111	1	7				103	5	58					4		1				2			1	3	296	S. D., '29
Tenn., 1929			221		19			5	112	20	7	1				5					1	2	7			2	402	Tenn., '29
Tex., 1929	6	12	1100	9	93		9	2	757	53	185	11			3	50		4			4	12	21		1	7	2339	Texas, '29
Utah, 1929			61		11		1		108	3	13	3				4		2			1	1	4			1	213	Utah, '29
Vt., 1929			46		14		1	2	74	5	18					5					2		2			1	170	Vt., 1929
Va., 1929	2	6	423	2	34			4	394	14	41	5			1	22		4		4	1	8	10			2	979	Va., 1929
Wash., 1929			179		21		4	2	319	14	34	3				14		5			3	2	10		1	18	629	Wash., '29
W. Va., '29		3	142	2	28				161	11	34				3	9		1		1	1	2	1			4	403	W. Va., '29
Wis., 1929			366	18	46		4	13	355	20	66	3		2	1	14			7	7	5	5	7		1	22	962	Wis., 1929
D. of C., '29	2		50	5	8				94	7	10	4				1			2			1	1			1	186	D. C., '29
Totals, 1929	229	385	14155	359	2365	*	232	253	16127	1208	2246	628	*	81	42	1168	22	70	113	169	185	374	477	*	40	925	41853	**Total, 1929**

*Not in production at that time.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2	3650	Own	6	3¾x5	33.0	Pw	Str	Vac	DR	Own	C	4	Tim	Wo	31.2	4	D	156	6200	32x6	32x6D
Am. La France W	3-4	3950	Own 2 R	4	4½x6	28.9	CS	Zen	Vac	AB	Own	C	4	Own	2R	47.4	4	R	160	7200	S36x5	S36x5D
Am. La Fran. Chieftain	3-4	5500	Own	6	4⅛x5⅛	40.8	Pw	Zen	Vac	DR	Own	C	4	Tim	Wo	28.8	4	D	175	7200	S36x8	36x8D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	Wo	54.4	4	R	165	9800	S36x5	S40x6D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	Wo	63.5	4	R	165	10000	S36x7	S40x7D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	CS	Zen	Vac	AB	Own	C	4	Own	—	63.5	4	R	165	10500	S36x7	S40x8D
Am. La Fran. Big Chief	6	6725	Own	6	4½x6	48.6	Pw	Zen	Vac	DR	Own	C	4	Own	2R	32.8	4W	D	226	10600	S40x8	S40x8D
Autocar S A	1½	2700	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	4400	32x6	32x6
Autocar S D	2	3000	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	2R	33.9	4	R	150	4850	32x6	32x6D
†Autocar H	3	3750	Own	6	4¼x4⅝	32.4	CS	Str	Gra	AB	Own T	U	4	Own H	2R	48.9	R	R	114	5800	34x5S	36x10S
†Autocar S H	3	4000	Own	6	4¼x4⅝	43.4	Pb	Str	Gra	RB	Own T	U	4	Own H	2R	48.9	R	R	114	5800	34x5S	36x10S
Autocar T	3	5000	Own	6	4¼x4¾	48.6	Pb	Str	Vac	RB	Own T	U	4	Own T	2R	72.5	R	R	187	7100	36x8	36x8D
†Autocar H S	3½	4100	Own	6	4¼x4⅝	32.4	CS	Str	Gra	AB	Own T	U	4	Own J	2R	55.2	R	R	114	6900	34x6S	36x12S
†Autocar S H S	3½	4400	Own	6	4¼x4⅝	48.6	Pb	Str	Gra	RB	Own T	U	4	Own J	2R	55.2	R	R	114	7000	34x6S	36x12S
Autocar T S	3½	5350	Own	6	4¼x4¾	48.6	Pb	Str	Vac	RB	Own T	U	4	Own Chs	2R	81.7	R	R	187	7100	36x8	36x8D
Autocar S C M	5	5000	Own	6	4½x4¾	48.6	Pb	Str	Vac	RB	Own B	C	4	Own M	2R	72.1	R	R	162	8600	34x7S	36x14S
Brockway 65	1	1195	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	21.3	4	Tr	137	3400	30x5	30x5
Brockway 75	1¼	1290	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20-4	U	4	Col 36000	Sp	25.6	4	Tr	137	3450	32x6	32x6
Brockway 90	1½	1525	Con 27 B	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20-4	U	4	Col 55000	Sp	25.6	4	Tr	149	3850	32x6	32x6
Brockway JR	1¼	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4	Tr	130	3100	30x5	30x5
Brockway E 45	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4	Tr	139½	3650	32x6	32x6
Brockway KW	3	4100	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 1228	2R	33.7	R	Dr	170	6920	34x7	34x7D
Brockway R	4	4200	Con L 4	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	36x5S	36x12S
Brockway RT	4	4850	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 66700 S	Wo	53.5	RV	Dr	175	8100	36x5S	36x12S
Brockway 120	2	1990	Con 30 B	6	4 x4⅛	38.4	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54100	Sp	—	4	Tr	156	5200	32x6	32x6D
Brockway 140	2	2495	Con 30 B	6	4 x4⅛	38.4	Pb	Zen	P	Aut	Br-L 35	U	4	Wis 4916 L	2R	—	4W	Tr	156	5500	32x6	32x6D
Brockway 290	7	7250	Con 36 B	6	4¾x5¾	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim 68703 D	Wo	—	4W	Dr	182	10750	38x7	40x14S
Brockway 640	10	9700	Con 36 B	6	4¾x5¾	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim S W 400	Wo	—	4W	Dr	212	14000	38x7	36x10S
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	Dr	175	10065	36x6S	36x14S
Chevrolet	½	365	Own	6	3⅛x3¾	26.3	CS	Car	P	DR	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1½	550	Own	6	3⅛x3¾	26.3	CS	Car	P	DR	Own	U	4	Own	Sp	6.165	4	R	131	2375	30x5	30x5
Day Elder M F	1¼	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L	U	4	Tim 52000 H	Sp	24.2	4	D	135	3500	30x5	30x5
Day Elder G F	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L	U	4	Tim 54000 H	Sp	28.3	4	D	156	4400	30x5	30x5D
Day Elder H F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Br-L 35	U	4	Tim 63702 H	Wo	40.7	4	D	156	4900	S34x4	S34x7
Day Elder J F	3	3900	Con 18 R	6	4 x4½	38.4	Pb	Zen	Vac	DR	Br-L 51	U	4	Tim 65001 H	Wo	41.5	4	D	156	7000	34x7	34x7D
Day Elder K F	4-5	5000	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	4	Tim 66702 DH	Wo	55.2	4	D	162	9200	S36x5	S36x12
Day Elder N 6 W	7	6000	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	7	Tim SW 200 H	Wo	73.6	6	D	204	10000	34x7	34x7D
Diamond T 200	1	785	Bud	4	3¾x4½	22.5	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	128½	3050	30x5	30x5
Diamond T 215	1	885	Bud	6	3⅜x4	27.3	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	185⅛	3150	30x5	30x5
Diamond T 290	1½	1475	Her WXA 2	6	3½x4½	29.4	Pb	Zen	Vac	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5D
Diamond T 303	2	1745	Her WXB	6	3¾x4½	33.7	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	160¾	4850	32x6	32x6D
Diamond T 551	2½	2250	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	168	5600	32x6	32x6D
Diamond T 503	2½	2660	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Wo	—	4	D	174	6200	34x7	34x7D
Diamond T 506	2½	2820	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Wis	2R	—	4	D	172½	6300	34x7	34x7D
Diamond T 602	3	3440	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	4	D	169½	7500	36x8	36x8D
Diamond T 606	3	3500	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	U	4	Wis	2R	—	4	D	186	7500	36x8	36x8D
Diamond T 700	3½	3740	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	R	D	162	8100	S36x5	S36x10
Diamond T 801	4	4140	Her YXC	6	4⅜x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	C	7	Own	Wo	—	6WH	D	189½	8300	36x8	4 wh 36x8
Diamond T 1000	5	4420	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	Gra	Aut	Br-L	C	4	Tim	Wo	—	R	D	170½	9700	S36x6	S40x12
Diamond T 1200	6	5600	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	Gra	Aut	Br-L	C	7	Tim	Wo	—	4RW	D	180	11000	34x7	4 wh 34x7D
Diamond T 1600	8	6220	Her YXC 3	6	4⅝x4¾	51.3	Pb	Zen	Gra	Aut	Br-L	C	7	Tim	Wo	—	4W	D	190	11700	36x8	4 wh 36x8D
Diamond T 2500	10-12	8000	Wak 6 RB	6	5 x5¾	60	Pb	Zen	Gra	Mag	Br-L	C	7	Tim	Wo	—	4W	D	194	13100	S36x7	4 wh 36x12S
Dodge Bros. U-1	½	545	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	3	Own	Sp	14.28	4	D	109	1900	5.00x20B	5.00x20B
Dodge Bros. U-1	¾	695	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	3	Own	Sp	21.68	4	D	124	2260	5.50x20B	5.50x20B
Dodge Bros. U-1	1	795	Own	4	3⅝x4¼	21.3	Pb	Car	Vac	NE	Own	U	4	Own	Sp	36.136	4	D	133	2590	6.00x20B	32x6
Dodge Bros. DA1	¾	795	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	3	Own	Sp	19.21	4	D	124	2360	5.50x20B	5.50x20B
Dodge Bros. DA1	1	895	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	33.45	4	D	133	2690	6.00x20B	32x6
Dodge Bros. DA1	1	1095	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Owr	Sp	36.83	4	D	140	2955	30x5	30x5
Dodge Bros. DA1	1½	1365	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	150	3695	32x6	32x6
Dodge Bros. DA1	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	165	3810	32x6	32x6
Dodge Bros. DB1	2	1595	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	150	3930	32x6	34x7
Dodge Bros. DB1	2	1645	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	36.83	4	D	165	4070	32x6	34x7
Dodge Bros. DB1	3	1845	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	46.31	4	D	135	4235	32x6	32x6D
Dodge Bros. DB1	3	1895	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	41.43	4	D	165	4520	32x6	32x6D
Dodge Bros. DB1	3	1945	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	NE	Own	U	4	Own	Sp	46.31	4	D	185	4715	32x6	32x6D
Dover	¾	445	Own	6	2¾x4½	18.2	CS	Mar	Vac	Aut	Own	U	3	Own	Sp	17.8	4	4	110	2150	30x5	31x5.50
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	6	3 x4⅛	21.6	Pb	Str	Vac	NE	Own	U	3	Own	Sp	14.29	4	Tr	——	1835	5.00x19	5.00x19
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	DR	Own	U	3	Own	Sp	15.53	4	Tr	——	2325	5.50x18	5.50x18
Fargo Freighter	1	795	Own	6	3 x4⅛	21.6	Pb	Str	Vac	NE	Own	U	4	Own	Sp	37.19	4	Tr	——	2785	6.00x20	32x6
Federal 4FW	1	980	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	DR	W-G T9	U	4	Cla B370	Sp	40.8	4	Tr	127	2975	30x5	30x5
Federal E6	1	1090	Con 17 E	6	3⅝x4	27.3	Pb	Zen	P	DR	W-G T9	U	4	Cla B370	Sp	34.6	4	Tr	132	3120	30x5	30x5
Federal F7	1½	1525	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	U	4	Tim 52005H	Sp	24.3	4	Tr	132	3750	30x5	30x5D
Federal A6	2	1855	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	C	4	Cla B610	Sp	38.5	4	Tr	151	4580	32x6	32x6D
Federal A6T	2½	2185	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	DR	Own	C	4	Tim 58000H	Sp	41.3	4	Tr	151	4950	32x6	32x6D
Federal T10R	2½-3	2740	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Vac	DR	Own	C	4	Tim 58000H	Sp	36.3	4	Tr	165	6600	34x7	34x7D
Federal T10W	2½-3	2915	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Vac	DR	Own	C	4	Tim 65001H	Wo	44.0	4	Tr	165	6600	34x7	34x7D
Federal U6	3-3½	3860	Con 18 R	6	4 x4½	38.4	Pb	Str	Vac	DR	Br-L 55	C	7	Tim 65706HP	Wo	64.6	4	D	165	7210	34x7	34x7D
Federal 4C6A	4-5	4735	Con 20 R	6	4⅛x4⅜	40.8	Pb	Zen	Vac	DR	Br-L 55	C	7	Tim 66704HP	Wo	73.6	4	D	192	8330	36x8	36x8D
Federal 4C6AB	4-5	4960	Con 20 R	6	4⅛x4⅜	40.8	Pb	Zen	Vac	DR	Br-L 55	C	7	Tim 66704TWP	Wo	73.6	4W	D	192	8600	36x8	36x8D
Federal X8	7½	5085	Con B 7	4	5 x6	40	Pw	Zen	Vac	AB	Br-L 60	C	7	Tim 68700DP	Wo	110.9	R	D	162	9750	36x6S	40x14S
Federal X8R	7½	5810	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	DR	Br-L 60	C	7	Tim 68700DP	Wo	110.9	R	D	162	10000	40x8	40x8D
Ford A A	1½	520	Own	4	3⅞x4⅛	24.0	Sp	Zen	Gra	Own	Own	U	4	Own	St	42.24	4	R	131½	2792	6.00x20	32x6
F. W. D.—H	1½	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—H 6	2	3425	Wak	6	3½x4½	29.4	Pb	Zen	Vac	Eis	Br-L	U	4	Own	St	35.0	4	R	133	5500	34x7	34x7
F. W. D.—BTL 4	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—HH 6	2½	4000	Wak	6	3¾x4½	33.7	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	101.0	4	R	133	5700	36x8	36x8
F. W. D.—B	3	4200	Own	4	4⅝x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6S	36x6S
F. W. D.—B 5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6S	36x6S
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7S	40x6SD
F. W. D.—U 4	3	4575	Own	4	4⅝x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6S	36x6S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7200	36x6S	36x6S
*F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford Series S 11	1	1600	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	P30x5	P30x5
Garford Series S 11	1½	1900	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	P30x5	DP30x5
Garford Series 40	1½	2990	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	W	34.8	4	D	168	4700	P34x5	DP34x5
Garford Series S 11	2	2030	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4500	P32x6	DP32x6
Garford Series 40	2	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	P36x6	DP36x6
Garford Series 40	2½	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	5100	P36x6	DP36x6
Garford Series 60	2½	4580	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	P36x6	DP36x6
Garford Series 60	3	4680	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	P36x6	DP36x7
Garford Series 80	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	98.2	4	D	175	8200	S36x6	S36x12
Garford Series 80	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	98.2	4	D	175	8400	S36x6	S36x14
Gen. Mot. T11-1001	*3800	625	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Pontiac	Sp	14.7	4	4	109⅝	1980	5.00x19B	5.50x19B
Gen. Mot. T15-1501	*5400	695	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51500	Sp	16.09	4	4	130	2625	5.50x20B	5.50x20B
Gen. Mot. T17-1701	*5500	735	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51505	Sp	16.04	4	4	130	2650	6.50x20B	6.50x20B
Gen. Mot. T17-1707	*6500	750	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Own	U	3	Tim 51595	Sp	16.04	4	4	130	2670	5.50x20B	32x6
Gen. Mot. T19-2201	*6300	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	34.45	4	D	130	2850	5.50x20B	32x6
Gen. Mot. T19-2214	*8500	985	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	34.45	4	D	130	2925	30x5	30x5D

1930 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Gen. Mot. T25-2501	*6800	1235	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	29.62	4	D	130	3375	6.00x20B	7.50x20B
Gen. Mot. T25-2509	*8500	1280	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Tim 5261	Sp	29.62	4	D	130	3425	30x5	30x5D
Gen. Mot. T30-3206	*9000	1555	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1617	Sp	28.6	4	D	141	4450	6.00x20B	8.25x20B
Gen. Mot. T30-3203	*11000	1605	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1617	Sp	28.6	4	D	141	4525	32x6	32x6D
Gen. Mot. T42-4206	*10600	1735	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1717	Sp	33.38	4	D	141	4575	7.00x20B	9.00x20B
Gen. Mot. T42-4203	*14000	1960	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat 1717	Sp	33.38	4	D	141	4905	36x6	36x6D
Gen. Mot. T44-4401	*12000	1965	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat T44DR	2R	40.89	4	D	141	4825	32x6	32x6D
Gen. Mot. T44-4404	*15000	2095	Buick	6	3 7/8x4 5/8	28.3	Pb	Mar	P	DR	Mun	U	4	Eat T44DR	2R	40.89	4	D	141	5695	34x7	34x7D
Gen. Mot. T60-6202	*16500	3035	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Mun	U	4	Tim 65706	Wo	52.53	4	D	154 1/4	6925	34x7	34x7D
Gen. Mot. T60-6205	*18500	3125	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Mun	U	4	Tim 65706	Wo	52.53	4	D	154 1/4	6925	9.00x20B	9.00x20DB
Gen. Mot. T82-8202	*19000	3795	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim 66704	Wo	84.91	4	D	155	7500	9.00x20B	9.00x20DB
Gen. Mot. T82-8207	*22000	4070	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim 66704	Wo	84.91	4	D	155	7850	38x7	38x9D
Gen. Mot. T90-9001	*23000	5885	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim SW-200	Wo	75.04	WR	D	185 1/4	9400	7.50x20B	7.50x20D
Gen. Mot. T90-9004	*28000	6055	Buick	6	3 3/4x5	33.7	Pb	Mar	P	DR	Br-L	C	5	Tim SW-200	Wo	75.04	WR	D	185 1/4	9775	8.25x20B	8.25x20DB
*Gramm B	1 1/2	1495	Lyc 4 SL	6	3 1/4x4 1/2	25.3	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	34.3	4	Tr	140	3800	30x5	30x5D
*Gramm C	2	1795	Lyc ASA	6	3 5/8x4 1/2	31.54	Pb	Zen	P	Aut	Cov	U	4	Tim	Sp	31	4	Tr	160	4820	32x6	32x6D
*Gramm D	2 1/2	2195	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Cov	U	4	Tim	Sp	33	4	Tr	160	5100	32x6	32x6D
*Gramm E	3	2595	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	35	4	R	150	5200	34x7	34x7D
*Gramm EY	3	3595	Con 20 R	6	4 1/8x4 3/4	40.80	Pb	Zen	P	Aut	Ful	U	4	Tim	Sp	30	4	D	190	6750	32x6	32x6D
*Gramm GY	4	4345	Con 21 R	6	4 3/8x4 3/4	45.9	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	28	4	D	210	7200	34x7	34x7D
*Gramm HY	5	6545	Con 16 H	6	4 3/4x5 3/4	54.15	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	25.2	4	D	236	9600	36x8	36x8D
*Gramm O-35	3	3595	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	C	8	Wis	2R	71.2	D	R	153	7200	36x5S	36x10S
*Gramm O-45	4	3995	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	C	8	Wis	2R	75.8	D	R	153	7700	36x5S	36x12S
*Gramm O-60	5	4745	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	C	8	Wis	2R	78.4	D	R	153	8800	36x6S	36x14S
*Gramm T-38	3	3595	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	45	D	R	153	7200	36x5S	36x10S
*Gramm T-48	4	3995	Lyc TS	6	3 7/8x5	36	Pb	Zen	P	Aut	Ful	U	4	Wis	2R	47	D	R	153	7700	36x5S	36x12S
Indiana 64	1	1195	Con 27 B	6	3 3/8x4 3/8	27.3	Pb	Str	Vac	Aut	Br-L 20	U	3	Col 36020	Sp	21.3	4	Tr	137	3435	30x5	30x5
Indiana 74	1 1/4	1290	Con 27 B	6	3 3/8x4 3/8	27.3	Pb	Str	Vac	Aut	Br-L 20	U	4	Col 36020	Sp	25.6	4	Tr	137	3450	32x6	32x6
Indiana 89	1 1/2	1525	Con 27 B	6	3 3/8x4 3/8	27.3	Pb	Str	Vac	Aut	Br-L 20	U	4	Col 55002	Sp	25.6	4	Tr	149	3650	32x6	32x6
Indiana 11	1 1/4	1425	Her OX	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	129 1/2	3500	30x5	30x5
Indiana 111	1 1/2	1630	Her OX	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 509	Sp	26.4	R	R	129 1/2	3600	30x5	32x6
Indiana 111 XW	2	1850	Her OXP	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Wis 4611	2R	30.14	R	Tr	120	3740	32x6	32x6D
Indiana 120	2	1990	Con 30 B	6	4 x4 1/8	38.4	Pb	Str	P	Aut	Br-L 35	U	4	Tim 54003 H	Sp	—	4	Tr	156	5200	32x6	32x6D
Indiana 140	2	2495	Con 30 B	6	4 x4 1/8	38.4	Pb	Str	P	Aut	Br-L 35	U	4	Wis 4916 L	2R	—	4V	Tr	156	5500	32x6	32x6D
Indiana 115 A	2 1/2	2740	Her OXCP	4	4 1/4x5	28.9	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.99	R	Tr	132	4970	32x6	34x7D
Indiana 615 A	2 1/2	3070	Wis Y	6	3 3/8x5	27.34	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	46.29	R	Tr	136	5160	32x6	34x7D
Indiana 126	3	3780	Her L	4	4 1/2x3 3/4	32.4	Pb	Str	Vac	Eis	Br-L 55-7	C	7	Tim 65704 S P	Wo	80.7	R	J	162 1/2	7400	36x5S	36x10S
Indiana 626	3	4185	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L 55-7	C	7	Tim 65704 S P	Wo	73.6	R	J	168 1/2	7625	36x5S	36x10S
Indiana 627	3	3725	Wis H	6	4 x5	38.40	Pb	Str	Vac	Aut	Br-L 55-4	U	4	Cla B 720	Sp	42.8	R	D	168 3/4	6500	32x6	38x9
Indiana 127 AW	3	3775	Her K	4	4 1/4x5	28.90	Pb	Str	Vac	Eis	Br-L 51-5	U	5	Wis 1228	2R	41.72	RV	D	158 1/4	7000	34x7	34x7D
Indiana 627 AW	3	4075	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L 51-5	U	5	Wis 1228	2R	41.72	RV	D	156 1/4	7200	34x7	34x7D
Indiana 638	4	4955	Wis H	6	4 x5	38.40	Pb	Str	Vac	Eis	Br-L 60-7	C	7	Tim 66700 S P	Wo	83.1	R	J	174 1/4	8100	36x5S	36x12S
Indiana 290	7	7250	Con 36 B	6	4 3/4 x5 3/4	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim 68703 E	Wo	—	4W	D	182	10750	38x7	40x14S
Indiana 640	10	9700	Con 36 B	6	4 3/4 x5 3/4	54.15	Pb	Str	P	L-N	Br-L 70-7	C	7	Tim 6 Wh	Wo	—	4RW	D	212	14000	38x7	36x10S
Int. Harvester Sp. Del.	3/4	720	Wak X A	4	3 1/2x4 1/2	19.6	Pb	Zen	Vac	DR	Mec	U	3	Eat 502 R	Sp	15.1	4	2	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3 1/2x4 1/2	19.6	Pb	Zen	Vac	DR	Mec	U	3	Eat 1124	Sp	*52.6	4	2	124	2430	30x5	30x5
Int. Harvester S-24	1 1/4	1160	Lyc C T	4	3 3/4 x5	22.5	Pw	Zen	Vac	DR	Own	U	3	Eat 1002	Sp	21.3	4	2	130	3200	30x5	30x5
Int. Harvester S-26	1 1/4	1310	Lyc 4 S L	6	3 1/4 x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	3	Eat 1002	Sp	21.3	4	2	130	3250	30x5	30x5
Int. Harvester SF-34	1 1/2	1450	Lyc C T	4	3 3/4x5	22.5	Pw	Zen	Vac	DR	Own	U	3	Eat 1502	Sp	22.6	4	2	*140	3520	30x5	32x6
Int. Harvester SF-36	1 1/2	1600	Lyc 4 S L	6	3 1/4 x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	3	Eat 1502	Sp	22.6	4	2	*140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3 3/4 x5	22.5	Pw	Zen	Vac	AB	Own	U	4	Eat 2002	Sp	40.6	4	2	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3 1/4 x4 1/2	25.3	Pb	Zen	Vac	AB	Own	U	4	Eat 2002	Sp	40.6	4	2	117	3750	30x5	32x6
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3 1/4 x4 1/2	25.3	Pb	Zen	Vac	DR	Own	U	4	Eat 2002	Sp	40.6	4	2	*140	4000	32x6P	32x6DP
Int. Harvester A-4	2	1985	Own-FBB	6	3 5/8 x4 1/2	31.5	Pb	Zen	Vac	DR	Own	U	5	Eat 1712	Sp	47.8	4	2	*145	5070	32x6	32x6DP
Int. Harvester A-5	3	2550	Own-FBB	6	3 5/8 x4 1/2	31.5	Pb	Zen	Vac	DR	Own	U	5	Eat 2112	Sp	52.6	4	2	*156	5606	34x7	34x7DP
Int. Harvester HS-54	2 1/2	3850	Hall-S 151	4	4 1/4 x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Eat 54	2R	60.5	4	4	*148	8000	36x5S	36x8S
Int. Harvester HS-54-C	2 1/2	3850	Hall-S 151	4	4 1/4 x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5S	36x10S
Int. Harvester W-1	2 1/2	3850	Hall-S 151	4	4 1/4 x5 1/2	28.9	Pb	Zen	Vac	RB	Own	U	5	Eat 58	2R	60.5	4	2	*148	8300	36x5S	36x8S
Int. Harvester HS-74	3 1/2	4850	Hall-S 152	4	4 3/4 x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Eat 74	2R	70.5	4	4	*160	10700	36x5S	40x12S
Int. Harvester HS-74-C	3 1/2	4850	Hall-S 152	4	4 3/4 x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6S	40x12S
Int. Harvester W-3	3 1/2	4850	Hall-S 152	4	4 3/4 x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Eat 78	2R	70.5	4	2	*160	10125	36x6S	40x12S
Int. Harv's'r HS-104-C	5	5500	Hall-S 152	4	4 3/4 x5 1/2	36.1	Pb	Zen	Vac	RB	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6S	40x14S
La France-Repub. A-1	*6000	990	Lyc	6	2 7/8x4 3/4	19.8	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	36.1	4	Tr	132	3000	5.50x20	32x6
La France-Repub. C-1	*7000	1295	Lyc	6	3 1/4x4 1/2	25.4	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.1	4	Tr	144	3300	6.00x20	32x6
La France-Repub. D-1	*9000	1595	Lyc	6	3 1/4x4 1/2	25.4	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	37.9	4	Tr	144	3725	30x5	30x5D
La France-Repub. F-2	*13000	2395	Lyc	6	3 5/8x5	31.5	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	40.1	4	D	174	5870	32x6	32x6D
La France-Repub. H-1	*15000	2985	Lyc	6	3 7/8x5	36.0	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	36.0	4	D	163	5850	34x7	34x7D
La France-Repub. L-1	*18000	3595	Lyc	6	3 7/8x5	36.0	Pb	Zen	Vac	Aut	Ful	U	4	Eat	2R	48.0	4	D	180	6900	36x8	36x8D
La France-Repub. M-1	*20000	3800	Wak	6	4 x4 3/4	38.4	Pb	Zen	Vac	Aut	Ful	U	5	Eat	2R	62.3	R	D	171	6900	36x8	36x8D
Mack AB	2 1/2-3	3950	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	2R	Opt	R	D	2-Opt	——	36x4S	36x8S
††Mack BJ	3 1/2-5	6150	Own	6	4 1/2x5 1/2	48.6	Pb	Str	Vac	NE	Own	C	4	Own	2R	Opt	4	D	3-Opt	——	36x8	36x8D
††Mack AK	3 1/2-5	5150	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	4	J	3-Opt	——	36x5S	36x5DS
††Mack AK	3 1/2-5	5250	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	C	4	Own	2R	Opt	4	D	3-Opt	——	36x5S	36x5DS
††Mack AC	3 1/2-5	4950	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	J	R	3-Opt	——	36x5S	40x10S
††Mack AC	5 1/2-7	5500	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	J	R	3-Opt	——	36x6S	40x12S
††Mack AC	7 1/4	6000	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	J	R	3-Opt	——	36x7S	40x14S
††Mack AP	7 1/2	9500	Own	6	5 x6	60.0	Pb	Str	Gra	NE	Own	J	4	Own	Ch	Opt	R	J	191	——	36x7S	40x8DS
Mack BL	1	2500	Own	6	3 1/4x5	25.39	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	148	——	B6.00x20	DB6.00x20
††Mack BG	1 1/2	3000	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	138-156	——	P32x6	DP32x6
††Mack AB	2 1/2-3	3500	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	36x4S	36x8S
Mack AB	2 1/2-3	4750	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	2R	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack AB	2 1/2-3	4300	Own	6	3 5/8x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack BC	3 1/2-4	5250	Own	6	4 x5 1/2	38.4	Pb	Str	Vac	NE	Own	U	4	Own	2R	Opt	4	D	2-Opt	——	P36x8	DP36x8
††Mack BC	3 1/2-4	4250	Own	4	4 1/4 x5	28.9	Pb	Str	Gra	RB	Own	U	4	Own	2R	Opt	4	D	2-Opt	——	36x5S	36x5DS
Mack AC 6-wheel	10	7500	Own	4	5 x6	40.0	Pb	Str	Gra	RB	Own	J	4	Own	Ch	Opt	4R	J	3-Opt	——	36x7S	40x12S
Mack AP 6-wheel	10	12000	Own	6	5 x6	60.0	Pb	Str	Gra	NE	Own	J	4	Own	Ch	Opt	4R	J	3-Opt	——	36x7	40x12S
Paige	3/4	860	Own	6	3 1/4x4 1/2	25.35	Pb	DL	P	DR	W-G	U	3	Sal	Sp	17.36	4	Tr	115	2465	B5.50x19	B5.50x19
Relay Series S 11	1	1700	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	142	4050	P30x5	P30x5
Relay Series S 11	1 1/2	1900	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4	D	162	4500	P30x5	DP30x5
Relay Series 40	1 1/2	2990	Bud D S 6	6	3 5/8x5	31.2	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5300	P34x5	DP34x5
Relay Series S 11	2	2030	Bud H S 6	6	3 3/8x4 1/2	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	30.0	4	D	162	4700	D32x6	DP32x6
Relay Series 40	2	3240	Bud D S 6	6	3 5/8x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5500	P36x6	DP36x6
Relay Series 50	2	3860	Bud D W 6	6	3 3/4x5	33.7	PC	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	6800	P36x6	DP36x6
Relay Series 40	2 1/2	3240	Bud D S 6	6	3 5/8x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4	D	168	5700	P36x6	DP36x6
Relay Series 50	2 1/2	3950	Bud D W 6	6	3 3/4x5	33.7	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	7000	P36x6	DP38x7
Relay Series 60	2 1/2	4530	Bud B U S	6	4 x5 1/8	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7350	P36x6	DP36x6
Relay Series 50	3	4130	Bud D W 6	6	3 3/4x5	33.7	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	161	7200	P36x6	DP40x8
Relay Series 60	3	4595	Bud B U S	6	4 x5 1/8	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7500	P36x6	DP38x7
Relay Series 80	3	5250	Bud B A 6	6	4 1/8x5 1/8	40.8	PC	Lon	Vac	Aut	Br-L	U	8	Own	Relay	84.18	4	D	175	8400	P36x6	S40x10
Relay Series 60	3 1/2	4745	Bud B U S	6	4 x5 1/8	38.4	PC	Lon	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7800	P38x7	DP40x8
Relay Series 80	3 1/2	5330	Bud B A	6	4 1/8x5 1/8	40.8	PC	Lon	Vac	Aut	Cov	A	8	Own	Relay	84.18	4	D	175	8600	P36x6	S40x12
Relay Series 80	4	5380	Bud B A	6	4 1/8x5 1/8	40.8	PC	Lon	Vac	Aut	Cov	A	8	Own	Relay	84.18	4	D	175	8800	P38x7	S40x14
Reo 15 Junior	1/2	785	Con 16 E	6	3 3/8x4	27.3	Pb	Sch	P	DR	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	6.00x18	6.00x18
Reo D A	1	995	Con 16 E	6	3 3/8x4	27.3	Pb	Sch	Vac	DR	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D F	1	1095	Own C B	6	3 3/8x5	27.3	Pb	Sch	P	DR	Own	U	3	Own	Sp	17.1	4	Tr	135	3200	6.00x20	32x6
Reo F A	1 1/2	1295	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F E	1 1/2	1395	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F H	2	1595	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.6	4	Tr	142	4165	32x6	32x6D
Reo F C	2	1645	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6D
Reo F D	2	1745	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6D
Reo G A	3	2035	Own	6	3 3/8x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	41.65	4	Tr	163	4625	32x6	32x6D

Major Specifications and Mechanical Details of 1930 Commercial Cars Built in the United States

Make and Model	Capacity—Tons	Chassis Price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gear Set	Location	No. Spds. For.	Rear Axle	Final Drive	Reduction in Low	Brakes, Foot	Brakes, Hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	DR	Own	U	4	Own	Sp	46.2	4	Tr	144	4570	32x6	32x6D
Rugby ½ T	½	655	Con	6	3¼x4	25.4	Pb	Str	AC	Aut	Own	U	3	Own	Sp	15.6	4	4	—	2160	29x5	29x5
Rugby 6-15	1	865	Con	6	3¼x4	25.4	Pb	Str	AC	Aut	Br-L	U	4	Sal	Sp	34.49	4	Tr	135	2900	20x5.50	32x6
Selden 7 C	1	1098	Con	6	2⅜x4¾	19.84	Pb	Zen	Vac	Aut	BB	U	3	Tim	Sp	—	4	D	124	3600	30x5	30x5
Selden 17 C	1½	1500	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	—	4	D	142	3900	32x6	32x6
Selden 317 C	1½	3900	Con	6	3⅜x4⅝	27.34	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	—	4	D	142	3900	32x6	32x6
Selden 37 C	2	1935	Con	6	3⅜x4⅝	27.34	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	—	4	D	151	4800	32x6	32x6D
Selden 39 C	2½	2920	Con	6	4 x4⅛	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	—	4	D	164	5800	32x6	32x6D
Selden 47 C B	3½	3785	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	—	4	D	171	7200	34x7	34x7D
Selden 47 C D	4	4435	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	5	Wis	2R	—	4	D	171	7600	36x8	36x8D
Selden 67 C	5	4975	Con	6	4⅜x4¾	45.91	Pb	Str	Vac	Aut	Br-L	U	7	Wis	2R	—	4	D	171	8700	36x8	36x8D
Selden 77	7	7365	Con	6	4¾x5¾	54.15	Pb	Str	Vac	Aut	Br-L	U	7	Wis	2R	—	4	D	178	12000	36x7	40x7D
Service Series S 11	1	1600	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	P30x5	P30x5
Service Series S 11	1½	1900	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	P30x5	DP30x5
Service Series 40	1½	2990	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	P34x5	DP34x5
Service Series S 11	2	2030	Bud H S 6	6	3⅜x4½	27.3	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4500	P32x6	DP32x6
Service Series 40	2	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4960	P36x6	DP36x6
Service Series 40	2½	3240	Bud D S 6	6	3⅝x5	31.5	PC	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	5100	P36x6	DP36x6
Service Series 60	2½	4580	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	P36x6	DP36x6
Service Series 60	3	4680	Bud B U S	6	4 x5⅛	38.4	PC	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	P36x6	DP38x7
Service Series 80	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	98.2	4	D	175	8200	S36x6	S36x12
Service Series 80	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	98.2	4	D	175	8400	S36x6	S36x14
Service Series 100	5	5830	Bud B A 6	6	4⅛x5⅛	40.8	PC	Zen	Vac	Aut	Br-L	A	7	Tim	Wo	98.2	4	D	175	9600	S36x6	S40x14
Stewart 30	1	695	Lyc AFE	4	3¾x4½	22.5	Pb	Str	Vac	DR	W-G	U	4	Sal	Sp	—	4	D	130	2905	6.50x20	6.50x20
Stewart 30 X	1	795	Lyc WRG	6	2⅞x4½	19.8	Pb	Str	Vac	DR	W-G	U	4	Sal	Sp	—	4	D	130	2965	6.50x20	6.50x20
*Stewart 16 A	1¼	1195	Lyc CT	4	3¾x5	22.5	Pb	Str	Vac	DR	W-G	U	4	Cla	Sp	24.0	4	D	130	3526	32x6	32x6
*Stewart 16 XA	1¼	1195	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	W-G	U	4	Cla	Sp	24.0	4	D	130	3526	32x6	32x6
Stewart 28 X	1½	1495	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	27.3	4	D	136	3840	30x5	30x5D
Stewart 29 X	2	1695	Lyc 4 SL	6	3¼x4½	25.3	Pb	Str	Vac	DR	Ful	U	4	Cla	Sp	27.3	4	D	145	4188	32x6	32x6D
Stewart 26 X W	2	2290	Lyc TF	6	3⅝x5	31.5	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6D
*Stewart 18 X	2½	2690	Lyc TF	6	3⅝x5	31.5	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6D
Stewart 32 X	2½	1990	Lyc ASA	6	3⅝x4¾	31.54	Pw	Str	Vac	DR	Ful	U	4	Cla	Sp	7.25:1	4	D	165	5100	32x6	32x6D
Stewart 33 X	3	3290	Lyc TS	6	3⅞x5	36.2	Pw	Str	Vac	DR	Ful	U	4	Tim	Wo	7.25:1	4	D	165	6450	34x7	34x7D
Stewart 19 X	3½	3690	Lyc TS	6	3⅞x5	36.2	Pw	Str	Vac	DR	Ful	C	12	Tim	Wo	105.1	4	D	165	6990	36x5	36x10
Stewart 31 X	5	4990	Wak 6 RSL	6	4⅜x5⅛	45.9	Pw	Str	Vac	DR	Ful	C	8	Tim	Wo	10.5:1	4	D	165	8400	36x6S	36x6SD
Stewart 27 X	6-7	5700	Wak 6 RSL	6	4⅜x5⅛	45.99	Pw	Str	Vac	DR	Ful	U	8	Tim	Wo	93.81	4	D	165	9927	36x7	40x7D
Studebaker GN-P	¾	845	Own	8	3½x4⅜	39.2	Pb	Str	P-	DR	Own	U	3	Own	Sp	15.15	4	‡4	146	3265	30x5	32x6
Studebaker GN-S	1	1045	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	158	5030	7.00x20	7.00x20D
Studebaker GK-N	1	1095	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	184	5200	7.50x20	7.50x20D
Studebaker GN-N	*4000	1245	Own	6	3⅜x4⅝	27.3	Pb	Str	P	DR	Cla	U	4	Cla	Sp	33.5	4	D	184	5680	7.50x20	7.50x20D
Studebaker 77	*12500	2895	Own	6	3⅜x4⅛	27.3	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	115	2465	6.00x19	6.00x19
Studebaker 88	*12500	3295	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	130	2990	6.00x20	30x5
Studebaker 99	*14000	3795	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	146	2955	30x5	30x5
Whippet 96 A	½	360	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.74	4	R	103¼	1691	28x4.75	28x4.75
Willys Six 98 B	½	525	Own 98 B	6	3¼x3⅞	25.35	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	13.43	4	B	110	1903	29x5.00	29x5.00
Willys Six C-101	1½	695	Own 98 B	6	3¼x3⅞	25.35	Pb	Til	Vac	Aut	Ful Wo	U	4	Cla	Sp	33.51	4	R	131	2675	30x5	30x5
†White 15 B	1	1545	Own GKA	4	3¾x5⅛	22.5	CS	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3755	32x6	32x6
†White 20 A	1½	2125	Own GKA	4	3¾x5⅛	22.5	CS	Zen	Vac	L-N	Own	C	4	Own	2R	32.1	R	R	145½	4412	34x5	34x5DP
†White 56	2	3125	Own GRC	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.2	R	D	165	5096	36x4S	36x7S
†White 51 A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5S	36x8S
†White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	66.1	D	R	174	8512	36x5S	40x5SD
†White 52 T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	76.5	D/	R	129½	8236	36x5S	40x5SD
†White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	5	Own	IG	92.3	D	R	174	9184	36x6S	40x12S
‡†White 58	3	4400	Own GRB	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	IG	49.7	4	R	180	7535	36x5S	36x5SD
†White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	DR	Own	U	3	Own	Sp	17.9	4	D	138	3562	30x5	30x5
†White 61	1½	2450	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	DR	Own	U	4	Own	Sp	23.4	4	D	148	4612	30x5	30x5D
†White 59 A	7½	6000	Own 3 A	6	4 x5¼	38.4	Pw	Zen	P	L-N	Own	U	4	Own	Sp	66.5	D	R	155⅛	—	40x8	40x14S
Willys-Knight T-103	1½	825	Own KGT	6	2⅛x4⅝	20.7	Pb	Til	Vac	Aut	Ful Wo	U	4	Cla	Sp	39.27	4	B	131	2808	30x5	30x5
Willys-Knight 20	2	1945	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful KU	U	4	Eat	Sp	40.74	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful KU	U	4	Eat	Sp	40.74	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful GU	U	4	Wis	2R	30.45	4	R	150	4920	32x6	32x6D
Willys-Knight 26	2½	2595	Own KGT	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful GU	U	4	Wis	2R	30.45	4	R	164	5020	32x6	32x6D

GENERAL NOTATIONS

*†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the "SPECIAL NOTATIONS."

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight in pounds.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con., Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin. Hall, American Car & Foundry.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; CS, circulating splash; Sp, Splash.

CARBURETOR—Car, Carter; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; DL, Detroit Lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Vac, Vacuum tank; P, Fuel pump.

IGNITION — AB, American-Bosch; Aut, Electric Auto-Lite; Eis, Eisemann; L-N, Loece-Neville; N-E, North East; RB, Robert Bosch; D R, Delco-Remy; Mag, Magneto.

TRANSMISSION—Br, L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear; Cotta, Cotta Gear Co.

LOCATION—C Center, Amid; U, in unit with engine.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken, Wis, Wisconsin.

FINAL DRIVE—IG, Internal gear; St, Straight bevel; Sp, Spiral bevel; Wo, Worm; 2R, Double reduction; Ch, Chain; Relay, Relay drive.

BRAKES—J, Jack shaft; R, Rear wheels; D, Drop shaft; 4, four-wheel; Tr, Transmission; W Westinghouse air brake. B, Both front and rear wheels.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

*Chief model also available as 2½-ton model, 34x7 tire, dual rear, weight 6,400. Price $3,900.

Chieftain model also available as Dump Truck, 160-inch wheel base.

Balloon tires optional on Chief, Chieftain and Big Chief models.

AUTOCAR

†Engines in these models are located under the driver's seat.

DAY-ELDER

Models GF and HF also available in 186-inch wheel base.

Model JF also available in the following wheel bases: 165, 180 and 204 inches.

Model KF also available in 202-inch wheel base and tractor 149.

DURANT LINE

*Price includes panel body.

GENERAL MOTORS TRUCK LINE

*Capacity indicated for each chassis is the recommended gross weight without exceeding rated capacity of tires. The tire size does not affect the straight rating for which chassis is guaranteed and each model is designed to operate satisfactorily under average conditions with loads giving a total gross weight (chassis, body, equipment and payload) equal to straight rating given below. The additional standard wheel base lengths, the number of additional tire types (tire combinations—each type carrying a recommended gross weight) and the ton range on a nominal payload basis for each model is given below.

Model	Straight Rating	Additional Wh. Bases, ins.	Addit'l Tire Types	Pay'l Range
T-11	3800	None	None	½
T-15	5400	141	2	¾
T-17	6500	141	6	¾-1¼
T-19	8500	141, 152	16	1-2
T-25	8500	141, 152	11	1-1¾
T-39	11000	152, 164	12	1½-2½
T-42	14000	152, 164, 181	10	2-3½
T-44	15000	152, 164, 181	10	2-4
T-60	18500	166¾, 184½, 200¼	16	2½-4½
T-82	22000	167½, 185¼, 201	10	3-6
T-90	28000	201, 220	5	5-7½

Optional rear axle ratios are available for all models.

F. W. D.

*Indicates six-wheel model. Special power take-off transmission, which provides 3 power take offs which may be operated in any transmission speed, optional on all models.

GRAMM

*Models B, C, D and E are furnished in three wheel base lengths—others on request.

*Models GY and GYB also available in 190-inch wheel base.

*Models HY and HYB also available in 210-inch wheel base.
Tire sizes and electrical equipment optional, depending upon type of service—coach or van.

*Model O Series, Large engine, pneumatic tires, special wheel bases optional at extra cost

*Model T Series, Large engine, pneumatic tires, special wheel bases and 8 speed transmission optional at extra cost.

MACK LINE

Other wheel bases furnished on all truck models.

On 6-wheel jobs 4 rear wheels driven by chains, foot brake on 4 rear wheels.

HYP.—Hypoid drive, single reduction.

††Made also in tractor models.

REO LINE

RD2, at $5,450 on 180-inch wheel base.

*Tonner in wheel base, 123, 138; 1½-ton in wheel base, 137, 156, 152; 2-ton in wheel base, 152, 168; 3-ton in wheel base, 168, 179, 184.

RUGBY

F—Chassis weight includes body.

STEWART LINE

Model 30 and 30X can also be supplied in 120 and 140-inch wheel base.

*Models 16A and 16XA can be supplied in 145-inch and 160-inch wheel base.

Model 28X can be supplied in 145, 160 and 176-inch wheel base.

Model 29X can be supplied in 160 and 176-inch wheel base.

*Model 26XW can be supplied in 148, 176 and 190-inch wheel base.

*Models 18X, 32X and 33X can be supplied in 148, 190 and 220-inch wheel base.

*Models 19X, 31X and 27X can be supplied in 148, 172, 190, 220 and 235-inch wheel base.

STUDEBAKER LINE

*Capacity Model GN-N is 4,000 lbs. for body, cab, driver and payload.

Maximum gross load, chassis, body and payload for Models 77 and 88 is 12,500 lbs. and for Model 99 is 14,000 lbs.

‡Hand brake same as foot brake, standard. Hand brake on drive shaft, special equipment.

New Dealer Appointments By States and Makes

NEW JERSEY

Nash — Nash Clifton Company, Clifton.

Graham-Paige — The Auto Inn, Caldwell.

Hupmobile—Elysian Garage, Hoboken.

NEW YORK

Nash—H. W. Spencer Garage, Avon.

Graham-Paige—Floral Park Auto Sales, Inc., Jamaica, L. I.; A. Schrempp & Son, Ozone Park, L. I.; C. A. Franklin, Whitney's Point.

Studebaker-Erskine — Henningsen Sawyer, Inc., Riverhead.

Hupmobile—Quoque Auto Company, Quoque; Harold Sayre, Greenport; The Pioneer Garage, Patchogue; Bethpage Sales & Service, Farmingdale; Morali & Pisciuli, Floral Park; George Neverless, Lyons.

NORTH DAKOTA

Graham-Paige—Gunderson Motor Company, Dickinson.

Studebaker-Erskine—M. G. Mohagen, Grafton; N. D. Petersburg, Grand Forks; Loes Motor Company, Jamestown; J. Arnold, Skofated, Cooperstown; E. G. Brumett, Fairmount.

OHIO

Reo—W. B. Ward, Fostoria.

Graham-Paige—Nathan Cox, Bryan; Reinhardt Motor Company, Portsmouth; Creamer-Binder Motor Sales, Xenia.

Studebaker-Erskine — Suburban Motor Sales, Cheviot; Union Motor Sales, Cleveland; H. L. Harris & Company, Columbus.

Durant—Moorman Motor Company, Dayton.

OKLAHOMA

Reo—A. J. Batchelor, Jefferson.

Studebaker-Erskine—Vogel Auto Company, Vinita.

PENNSYLVANIA

Durant—Ramble Inn Motor Company, Pottstown; Enterprise Garage Company, Burgattstown; Frank Buterbaugh, Hillsdale; W. M. Stewart, Point Marion.

Graham-Paige — George Shillick, Minersville; William A. Beck, Inc., Philadelphia.

Nash—McNeill Bros., Aspinwall.

Studebaker-Erskine—M. F. Culver, Berwick; M. C. Motor Company, Philadelphia.

Marmon-Roosevelt—Sam Shaneen Garage, Ridgway.

Hupmobile—Ecks Motor Sales, Mahanoy City.

RHODE ISLAND

Graham-Paige — Frank Flores, Little Compton.

TRENTON A. T. A. NAMES COMMITTEES FOR YEAR

Trenton, N. J., May 8.—John L. Brock, president of the Trenton Automobile Trade Association announces committees for the year as follows: Show, Mr. Brock, William A. Weinmann, Arthur Perkins, V. W. Willey, Philip W. McKeag. Membership, Mr. Brock, Mr. Weinmann, Samuel Simon, C. P. Weeden, Russell Faber, Harold F. Brooks. Entertainment, Mr. McKeag, W. Irving Apgar, Roy Martin, Irving Johnston, Oliver O. Sohl. Appeals, Charles Piper, Alonzo Balderston, Mr. Weeden, R. C. Manning, Owen Henry. Legal and legislation on used cars, Mr. Willey, A. R. Mandeville, H. E. Taylor, Norman P. Druck, Elton H. Ertel and Donald McIlvaine.

Financial News: Range of Automotive Stocks

General Motors Surplus Shows Gain in Quarter

(Continued from Page 1)

amounting to $99,334,152 at the close of the first quarter, as compared with $101,085,813 at the close of the preceding quarter. Inventories amounted to $195,565,139 on March 31, as against $188,472,999 on December 31. The balance sheets show a slight gain in holdings of government securities, notes receivable and a considerable increase in accounts receivable. This last increase is natural, in view of the heavy shipments of products in the first quarter.

The corporation's surplus as of March 31, 1930, showed a substantial gain over the end of 1929 and a still larger gain over March 31, 1929. The surplus was $390,501,846, as compared with $380,560,273 at the close of 1929 and with $310,288,832 as of March 31, 1929.

Cash dividends paid or accrued on the preferred stock in the first quarter amounted to $2,422,624, as compared with $2,351,770 in the corresponding period of last year. On the common stock, dividend payments amounted to $32,625,000, as compared with $32,625,004 a year ago, bringing the total dividend payments or dividends accrued in the quarter to $35,047,624, as compared with $34,976,774 in the similar 1929 period.

Mr. Sloan made the following statement in connection with the corporation's record for the first quarter:—

"Net earnings of General Motors Corporation, including equities in the undivided profits of subsidiary and affiliated companies not consolidated, for the first quarter ended March 31, 1930, amounted to $44,968,587. This compares with $61,910,987 for the corresponding quarter a year ago. After deducting dividends on preferred and debenture stocks amounting to $2,422,624, there remains $42,545,963, being the amount earned on the common shares outstanding. This is equivalent to 98 cents per share on the common stock as compared with $1.37 per share for the first quarter of 1929.

"For the three months ended March 31, General Motors dealers in the United States delivered to consumers 286,690 cars, compared with 351,079 cars in the corresponding period of 1929. Sales by General Motors manufacturing divisions to dealers in the United States amounted to 323,443 cars, compared with 413,173 cars in the corresponding three months of 1929.

"Total sales to dealers, including Canadian sales and overseas shipments, amounted to 368,635 cars, compared with 523,119 cars in the first quarter of 1929. Overseas shipments during the first three months of 1930 were considerably below shipments during the same period of 1929, due to a desire to adjust stocks in overseas countries in line with changed economic conditions.

"Cash and United States government securities, at March 31, 1930, amounted to $125,814,939. Net working capital at March 31, 1930, amounted to $267,791,541, compared with $251,287,782 at December 31, 1929."

OTHER FINANCIAL NEWS

B. F. GOODRICH

The B. F. Goodrich Company has declared the regular quarterly dividend of $1 on the common, payable June 1 to stock of record May 19.

At the organization meeting of directors of the company J. H. Connors and Arthur B. Newhall were elected vice-presidents. Retiring officers were re-elected.

THERMOID

The report of the Thermoid Company and subsidiaries for the year ended December 31, 1929 (giving effect to the estimated proportionate amounts of Southern Asbestos Company's earnings applicable to the varying percentages of ownership prevailing during the period), shows profit of $1,051,454 after depreciation, interest, etc., but before Federal taxes.

PARMELEE TRANSPORTATION

Report of the Parmelee Transportation Company (parent company only) for the quarter ended March 31, 1930, shows balance of $173,657 after interest and preferred dividend requirements, but before taxes. Common stock at end of quarter was 299,118 no par shares.

Above earnings only include dividends and sundry income received and do not take into account earnings due from its baggage transfer and cab operating companies in New York, Chicago and Pittsburgh.

PROGRAM COMPLETED FOR SECOND ANNUAL AIRPORT CONFERENCE

(Continued from page 2)

"Municipal Airport Policy," Col. C. O. Sherrill, city manager, Cincinnati, O.

Luncheon, 12.15 p. m.—B. E. Fulton, national chairman, airport section, Aeronautical Chamber of Commerce, toastmaster. Mr. Fulton will review the plans for the section's activities as proposed by the executive committee.

2.00 P. M.—Bus leaves Statler Hotel for Buffalo municipal airport.

2.45 to 9.00 P. M. Airport equipment demonstration at the airport.—Airport equipment manufacturers who exhibit at the Hotel Statler are privileged to demonstrate at the airport during this period. Others desiring to demonstrate must apply to the conference manager and pay the necessary exhibit fees.

9.30 P. M. Buffet supper—At the close of the equipment demonstration, delegates will be served a farewell buffet supper at the Buffalo Gun Club adjoining the airport.

Buses will make the return trip to the Statler Hotel at about 11 p. m.

All correspondence regarding the conference should be addressed to the Conference Manager, Airport Section, Aeronautical Chamber of Commerce, care of Statler Hotel, Buffalo, N. Y.

Buffalo Arrangements Committee—Lieut. N. E. Duffy, chairman; Capt. Russell Holderman, Major John Berry, Major John Satterfield, William F. Jebb, Joseph Dotterweich and Harold Hunsicker.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

BIRDSELL MFG. ACQUIRED BY KENTUCKY WAGON CO.

Louisville, Ky., May 8.—The Kentucky Wagon Manufacturing Company, here, manufacturer of farm wagons, truck and bus bodies, announced a deal completed whereby it takes over all stock, good-will and material of the Birdsell Manufacturing Company, wagon manufacturer, South Bend, Ind., with plans for hereafter producing that line in this city, where the company produces Kentucky, Tennessee and Old Hickory wagons, and also Studebaker, since taking over that company's wagon business some years ago.

R. V. Board, president of the local company, recently announced that the plant here was large enough to produce all the farm wagons produced in the country today and that deals were pending to take over two other wagon companies.

HOUDAILLE-HERSHEY CORP. ACQUIRES LYON COVER CO.

Chicago, May 8.—The Lyon Cover Company, manufacturer of metal tire covers, has been acquired by the Houdaille Hershey Corporation, Claire L. Barnes, president, announced. He said it was another step in Houdaille's expansion.

A. M. REEVES NOW WITH BURGESS-NORTON-DALL

Cleveland, May 8.—A. M. Reeves has been appointed eastern representative for the Burgess-Norton-Dall Corporation of Geneva, Ill., and Cleveland. Mr. Reeves has been with the G-H Manufacturing Company until recently and is well known throughout the trade. He will cover eastern Pennsylvania, upstate New York, Maryland, Delaware and southern New Jersey.

NEW YORK CURB EXCHANGE

Sales		High	Low	Last	Net Chg.
65100	Cities Service..	35½	34½	34¾	— ¼
200	do pf	92⅞	92⅝	92⅞	...
	Con Diam-Fibre		No sales		
4400	Cord Corp	12¼	11⅝	11⅝	— ¼
	Doehler D C...		No sales		
600	Durant Motor.	4⅞	4⅝	4⅝	— ⅛
300	Fageol Motor..	2⅜	2⅜	2⅜	...
100	Fedders	10¼	10¼	10¼	— ¼
	Federal Mogul.		No sales		
	Federal Screw..		No sales		
	Fiat		No sales		
3200	Ford of Canada	35⅞	34¾	35	+ ⅛
2100	Ford of France	11¼	11⅛	11¼	+ ⅛
3700	Ford Ltd	18	17⅝	18	...
	Franklin Mfg..		No sales		
	General T & R..		No sales		
	Greenfield T&D		No sales		
200	Hall Lamp.....	12	12	12	— 17⅛
	Henney		No sales		
	Hood Rubber...		No sales		
	India Tire		No sales		
	Isotta Fras ...		No sales		
	Jaeger		No sales		
500	Lakey	6½	6¼	6¼	+ ⅛
	McQuay-Norris.		No sales		
1000	Nat Rub Mach	18⅞	17	18⅞	+ ¾
900	Paramount Cab	6	5⅝	6	...
	Perfect Circle..		No sales		
	Pines Winterfrt		No sales		
	Pgh P Glass..		No sales		
	Rolls Royce Am		No sales		
	Ross Gear		No sales		
	Safe-T-Stat ...		No sales		
400	Seiberling Rub.	8⅞	8⅝	8⅞	¾
	Smith A O		No sales		
	Sparks With ..		No sales		
600	Stutz Motor ...	2¾	2¾	2¾	...
1600	Thermoid Co...	24⅜	23⅝	24⅜	+ ⅝
	Triplex		No sales		
	Tung Sol		No sales		
	U S Asbestos..		No sales		
	Watson J W..		No sales		
100	Wayne Pump..	14	14	14	...
	West Auto		No sales		
	Yellow Taxi NY		No sales		

NEW YORK OVER-THE-COUNTER

Div.		Bid	Asked
6	American Hard Rubber..	75	80
8	Dixon (J) Crucible.....	168	175
3.50	Doehler Die Casting....	37½	..
7	do pf	85	..
....	Eisemann Magneto	22	..
7	do pf	89	..
....	Rolls Royce Am.....	..	10
....	do pf	11	16
....	Splitdorf Beth Elec.....	3¾	4½

CHICAGO STOCK EXCHANGE

Sales		High	Low	Last
350	Acme Steel	69	67	69
200	Ainsworth Mfg Co..	28	27	27
100	Allied Motor Ind...	15	15	15
300	Auburn Auto	200	192	195
3300	Bendix Aviation	41¾	40½	40½
3950	Borg-Warner	38½	37⅜	37½
5500	Cord Corp	12⅛	11⅝	11⅝
850	Houdaille Hershey A	25	23½	24½
10500	do B	22½	19½	21¼
350	Jackson M S.....	15¾	15	15¾
1600	Modine	58½	57	57½
60	Mohawk Rubber	9	9	9
100	Muncie Gear B....	5	4⅞	4⅞
200	Muskegon M S.....	22	21½	22
100	Noblitt Sparks	49	48⅞	48⅞
100	Perfect Circle	37	37	37
250	Pines Winterfront..	38½	37	37
500	Ross Gear	32	31	32
110	Waukesha Motor ..	120	110	120

CLEVELAND STOCK EXCHANGE

Sales		High	Low	Last
58	Aetna Rubber	6⅝	6⅝	6⅝
10	Faultless Rubber ...	34⅝	34⅝	34⅝
11	Glidden pr pf.....	102½	102½	102½
50	Peerless Motor	8¼	8¼	8¼
160	Seiberling Rubber..	8½	8½	8½

DETROIT STOCK EXCHANGE

Sales		High	Low	Last
910	Bower Roller Bear..	16¾	16½	16½
200	Detroit Forging	7¼	7¼	7¼
1370	Detroit Motor Bus..	6⅜	5¾	6
500	Detroit Electric Bus	8⅞	8⅞	8⅞
1586	Excello	17¾	17⅜	17½
1135	Federal Mogul	17¾	16½	17
100	Federal Screw	34½	34½	34½
255	Ford Motor Canada	35¼	35	35¼
100	Federal Mot Truck	10½	10½	10½
437	G R Metalcraft....	10	9⅝	9⅞
840	Hall Lamp	12¾	12⅝	12⅝
100	Houdaille Hershey B	21	21	21
590	Hutto Eng	6	6	6
125	Jackson M S.....	15	15	15
100	Pittsburgh Forge ..	22	22	22
1130	Packard Motor	18⅛	17¾	17¾
100	Reo Motor vtc.....	10¾	10¾	10¾
655	Universal Products.	25¼	24	24½

C. I. T. TO FINANCE SALES OF AVIATION CONCERN

New York, May 8.—A contract has been signed by the American Aeronautical Corporation with Commercial Investment Trust, Inc., whereby C. I. T. will act as the official financing organization for this manufacturer's dealers and distributors. The arrangement covers the financing of both wholesale and retail installment sales throughout the United States and Canada and also applies to sales made direct by the manufacturer to large users such as Airline Transport Operators.

DULUTH GETS FIRST BOAT SHIPMENT OF CARS IN 1930

Duluth, Minn., May 8.—The shipment of automobiles by boat from Lake Erie ports to Duluth and Superior for the 1930 navigation season was inaugurated with the arrival of the steamer Pontiac of the Western Transit Company with a cargo of 200 Willys-Knight and Whippet automobiles from Toledo.

ALLIS-CHALMERS PLANS ADDITION AT WEST ALLIS

Milwaukee, Wis., May 8.—Construction of an addition to its electrical department at West Allis, Wis., at a cost of $300,000, has been authorized by the Allis-Chalmers Manufacturing Company. The new building will be 150 by 350 feet and two stories high. Work will be started immediately.

NEW YORK STOCK EXCHANGE WEDNESDAY, MAY 7, 1930.

Previous 1930 High	Low	Div.	Stocks	Sales	High	Low	Close	Net Chg.
23¼	11½	....	Advance Rumely	1,500	19⅞	18⅞	18⅞	....
41¼	22	....	Advance Rumely pf...	500	34	32	33	— 1⅛
150⅜	118	3	Air Reduction	7,400	142⅞	138⅜	138⅜	— ⅞
2½	1⅜	....	Ajax Rubber		No sales today			
68	49¼	3	Allis Chalmers	3,500	61⅞	60¼	60¼	— 1¾
55½	23	....	Am Bosch Magneto...		No sales today			
69⅞	54	3	Am Chain	1,200	59	56¼	56¼	— 1
101	*75⅞	7	American Chain pf...		No sales today			
4	2	....	Am-La France	200	2⅝	2⅝	2⅝	+ ⅛
263¾	175½	*4	Auburn	2,300	201	193	193	— 5
57⅜	32⅞	2	Bendix Aviation	8,300	41⅝	49⅜	40⅝	+ ½
69	49⅞	3	Bohn Alum	300	52	51½	51½	— ⅜
50½	32⅞	4	Borg-Warner	900	38⅜	37½	37¾	— ¾
22⅞	13½	....	Briggs Mfg Co	16,700	20⅝	19⅜	20	+ ⅛
35½	21¼	2	Briggs & Stratton ...		No sales today			
21⅞	13	....	Brockway Motor	400	19¼	19	19	+ ½
16⅜	9⅜	1	E G Budd Mfg	2,400	11⅞	11⅜	11⅜	....
15⅝	8⅛	1	Budd Wheel	2,200	12	11¼	11¾	— ¼
74	29⅞	1.60	Bullard	4,400	49½	47	47	....
79¾	54	*3	Caterpillar Tractor ..	2,200	75	73¾	74	— ⅜
67⅞	36	4.20	Checker Cab	7,200	45	42½	42½	— ½
37	17½	....	Chicago Pneu Tool...	700	24½	23¼	23¼	+ ⅛
32	26½	3	Chicago Yellow Cab..		No sales today			
43	30½	3	Chrysler Corp	13,800	32⅞	31⅞	31⅞	— ½
44½	33	3	Clark Equipment	100	39	39	39	....
40¾	23⅜	2	Com Credit	1,200	32	30⅜	30⅜	— 1⅝
25¼	22¼	1.75	Com Credit pf	50	25	25	25	+ ½
55	36⅛	†1.60	Com Invest Trust	400	42⅝	42½	42½	....
8¼	4⅝	....	Cont Motors	900	5¾	5½	5½	....
90½	64	*3.50	Cutler-Hammer	500	78	73	77	+ 6
145¼	112⅝	*4	Du Pont	3,500	130	126½	126½	— ⅞
37¼	24⅛	3	Eaton Axle & Sp.....	2,700	28⅞	27	27	— 1
114⅞	81	6	Electric Auto-Lite	14,700	90⅞	86	86⅛	— 3⅞
79¼	68⅝	5	Electric Stor. Battery.	400	71⅞	70½	71⅝	+ ⅝
7⅝	3½	....	Emerson Brant		No sales today			
30¾	16	2.50	Evans Auto Load		No sales today			
12¼	7¾	.80	Federal Motors	100	10½	10½	10½	....
10½	7	.64	Fifth Avenue Bus....	10	8¾	8¾	8¾	— ¼
33⅛	21⅝	1.60	Firestone T & R.....	400	23⅞	23	23⅞	....
87⅞	79¾	6	Firestone T & R pf..	500	82¼	81	82¼	+ 1¼
5½	3	....	Fisk Rubber	1,300	3⅞	3¾	3¾	....
21	13	....	Fisk Rubber 1st pf....	100	15	15	15	....
11¾	5⅝	....	Gabriel Co	200	8	8	8	+ ½
7¾	3½	....	Gardner Motor	100	4⅝	4⅜	4⅜	+ ⅛
95¾	60⅛	1.60	General Electric	163,400	81	77⅛	78	— 2⅜
54¼	37½	*3	General Motors	50,500	47	45½	45½	— ¾
129½	117½	7	General Motors pf ...	5,900	130½	129⅛	130	+ 1
38	25⅛	*2	Glidden Co	4,600	27½	26½	27¼	+ 1⅛
105⅛	98½	7	Glidden pf		No sales today			
58½	36	4	Goodrich	3,700	42½	40	40	....
104½	95⅝	7	Goodrich pf		No sales today			
96⅞	62	5	Goodyear T & R....	3,300	77½	76	76	— 1½
102¼	90	7	Goodyear T & R pf...	200	101	100⅝	101	....
13⅜	8⅛	....	Graham-Paige Motor.	800	9½	9⅛	9⅛	— ¼
17¾	6¾	....	Hayes Body	6,000	13⅜	10⅝	11	— ¼
31	22	1.80	Mercules Motor	100	27	27	27	....
29	17½	2	Houd-Hershey B	21,400	22½	19⅝	21⅛	+ ⅜
62⅞	41⅛	5	Hudson Motor Car...	900	43	42	42	— ⅛
26⅝	17⅛	2	Hupp Motor Car	2,400	18½	18¼	18¼	— ⅛
17	5	....	Indian Motocycle	5,100	9⅛	8½	8⅞	+ ½
7½	4¼	....	Intercon Rubber	200	5	4¾	5	+ ¼
115¾	78⅜	2.50	Inter Harvester	3,700	104⅜	102¼	102¼	— 2⅛
144½	140½	7	Inter Harvester pf...	100	142⅝	142⅜	142⅝	+ ⅛
148⅜	98	3	Johns-Manville	6,100	108⅜	102⅜	103	— 6
5½	2	....	Jordan Motor Car ...	1,200	3	2⅞	3	+ ⅛
6⅛	3¼	....	Kelly-Springf'd	400	4½	4⅜	4⅜	+ ⅛
42	20⅛	....	Kelly-Springf'd 8s pf.		No sales today			
38⅞	22⅛	2	Kelsey-Hayes Wheel..	600	33¼	32¼	32¼	— ½
11	6¼	....	Lee Rubber & Tire...	200	7¼	7⅛	7⅛	+ ⅛
45⅜	39	2.60	Link Belt	300	41½	41½	41½	+ ½
44⅞	28	2	Ludlum Steel	2,400	32¼	31½	31½	— ¼
88½	70	6	Mack Trucks	6,600	71	68½	70½	— 3
55	39⅞	*2	Marlin Rockwell	1,800	44	40⅛	44	+ 1⅝
30⅞	17¼	*2	Marmon	900	21½	20⅞	20⅞	....
5⅜	3	....	Martin Parry	200	4	4	4	....
23⅜	15⅛	2	Mengel	300	17⅞	17	17½	— ⅛
74⅞	53	2.50	Michigan Steel	300	60	60	60	+ ⅛
53	32⅛	3	Midland Steel	2,000	34⅞	32½	32½	— ½
16½	3¾	....	Moon Motors	700	10	9¾	10	....
11⅝	4⅛	....	Motometer G & E....	2,200	8	7½	7½	+ ⅜
81	50	2	Motor Products	200	61	60	60	— 3
34	26½	3	Motor Wheel Corp ...	200	27⅞	27½	27⅞	+ ½
20¾	12⅞	....	Mullins Mfg	800	16¼	15½	15½	— ½
25¼	18	‡2	Murray Corp	5,800	22½	21⅛	21⅜	— ⅝
58½	38½	6	Nash Motors	2,700	42⅞	41⅝	41⅝	— 1¼
26¼	16⅞	1.50	National Acme	3,300	18⅝	17¾	18⅝	+ ¾
4	⅞	....	Norwalk T & R.....	1,100	2⅜	2	2	....
8⅜	2¾	....	Omnibus Corp	600	5⅜	5	5⅜	+ ⅜
38⅞	30	2.50	Otis Steel	200	31⅜	31	31	— ½
23⅜	15⅜	1	Packard Motor Car...	12,200	18⅜	17⅝	17⅞	+ ¼
26⅛	12⅛	1.50	Parmalee Transport..	2,200	16½	15¾	16⅛	+ 1⅛
14	6⅛	....	Peerless Motor Car...	4,200	8½	8¼	8¼	— ¼
33	21½	....	Pierce-Arrow		No sales today			
82	69½	6	Pierce-Arrow pf		No sales today			
27¼	21⅛	1.50	Pure Oil	2,400	24	23½	23⅝	+ ⅛
58⅞	33	2.60	Raybestos Man	17,100	42½	38¼	39	— 2⅛
14⅞	10⅛	.80	Reo Motors	2,700	10⅞	10¾	10¾	....
7½	4	....	Reynolds Spring	400	4⅜	4½	4½	....
14¼	9¾	1.20	Seagrave	400	10	10	10	....
25½	20⅛	1.40	Shell Union Oil	2,200	23	22⅝	22⅝	— ⅜
32	21⅝	2	Sinclair Oil	14,200	27¾	26⅞	26⅞	— ⅝
30½	13⅛	1	Sparks-Withington ...	2,600	24¾	23⅝	23⅝	+ ¼
36½	21½	....	Spicer Mfg Co	1,500	24⅜	23	23¾	+ ⅝
45⅛	39¼	3	Spicer pf	100	41¼	41¼	41¼	— ¾
75	55½	2.50	Stand Oil of Cal.....	5,200	70⅜	69¼	69¼	— ¼
84⅞	58	*1	Stand Oil of N J	84,400	77	75	75¼	— 1¼
40⅜	31¼	1.60	Stand Oil of N Y.....	14,100	36⅞	35⅝	35¾	— ⅞
47	25¾	1	Stewart-Warner Spd..	2,600	28⅞	27¼	27½	— ½
47¼	35⅛	4	Studebaker Co	5,300	36⅞	36	36⅛	....
125	116	7	Studebaker Co pf	70	120¼	120¼	120¼	— ¾
39⅜	30	2.40	Thompson Products ..	700	34	33¾	34	+ ¼
21¼	14½	.80	Timken Det Axle.....	2,500	18⅜	17½	18⅛	+ ⅝
89¼	70⅝	3	Timken Roll Bear....	1,400	77⅜	76	76	— 1⅝
41¾	30⅝	2.50	Trico		No sales today			
139⅜	84½	*6	U S Ind Alcohol.....	2,000	90⅞	87¾	87¾	— 1¾
35	21⅛	....	U S Rubber	2,200	28⅛	27½	28	....
63⅞	47	....	U S Rubber 1st pf....	700	51	50¼	51	+ 1½
27	16⅝	1	Warner Quinlan	3,900	19⅜	18¾	19	....
52	40⅝	2	Westinghouse Air B...	1,400	44	43	43	— ⅜
43	31	2	White Motors	700	37	35¾	35¾	— ¼
34¼	27	2.50	Wilcox Rich A		No sales today			
27¾	19⅛	2	Wilcox Rich B	1,900	22¾	22	22	— ½
11	7⅜	....	Willys-Overland	1,600	7¾	7⅝	7⅝	— ⅛
85	67¼	7	Willys-Overland pf ..		No sales today			
77	59	4	Yale & Towne		No sales today			
32⅜	12¾	....	Yellow T & C.....	22,700	25¾	24	24½	+ ¼
105	72	....	Yellow T & C pf....	120	94	94	94	— ½
47	36½	3	Young (L A) S & W..	400	38⅛	37½	37½	— ⅝

*And extra. †And 6 per cent. in stock. ‡And stock.

CURTISS-WRIGHT AIRCRAFT Offers You a New PROFIT OPPORTUNITY

Here is your chance to represent the world's oldest and largest manufacturer of aircraft—to carry a complete and successful line—financed by an attractive wholesale and retail acceptance plan—to handle wide, productive territories—and to cash in on a consistent advertising campaign. These big features of the Curtiss-Wright franchise insure your success and profits.

A Fast-Growing Industry

America is taking to the air. The market is already established and growing rapidly. A number of excellent sales territories in all parts of the United States are still open for enterprising dealers. This is your opportunity to build a large and profitable business meeting the growing demand for a splendid line of products—*if you act now!*

Profit With the Leaders

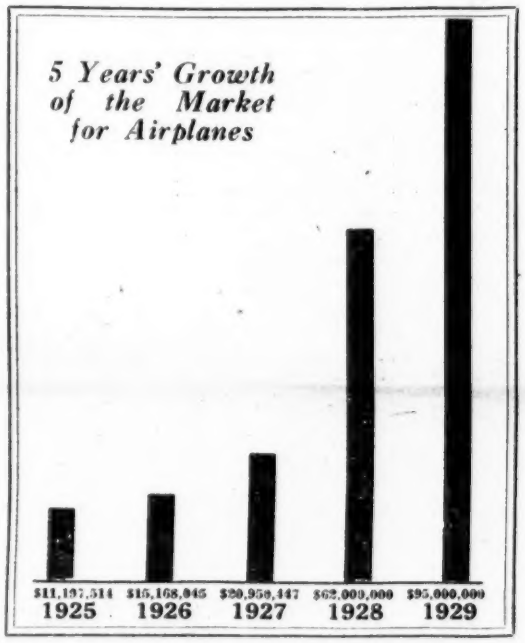
Curtiss-Wright occupies a leading position in the aviation industry. The organization is sound and well-financed. In its seven large and modern manufacturing plants, it produces twenty models of airplanes under the names of Travel Air, Curtiss-Robertson, Moth and Keystone-Loening, as well as thirteen models of Wright and Curtiss engines with no duplication of type, size or power.

Full Dealer Cooperation

The sales promotion resources of Curtiss-Wright insure your success as a dealer. It is an important part of the Curtiss-Wright policy to give its dealers maximum cooperation. Close business contact is always maintained. Sales manuals and up-to-the-minute sales plans are furnished. Direct mail campaigns to classified prospects in all local territories have been prepared to help dealers. The greatest national advertising campaign ever put on by an aircraft manufacturer is constantly before the public eye. Curtiss-Wright advertisements appear in sixteen great national magazines together with page and double-page spreads in leading aeronautical publications. This campaign reaches some 30,000,000 prospects in every part of the United States. Such selling measures bring you prospects and consistently boost your sales and profits.

Generous Sales Territories

Curtiss-Wright sales franchises cover a territory many times larger than that ordinarily allotted in other dealer lines. Air travel shortens time and distance and allows you as a Curtiss-Wright dealer adequately to take care of a comparatively large area. This furnishes a greater number of prospects, more sales and increasing profits.



This comparative chart shows the remarkable increase in airplane sales including the years 1925 to 1929. Available figures for 1930 indicate that another great year, even better than 1929, is in progress

A Complete Line

Because of the completeness of the Curtiss-Wright line, you have a type of airplane to meet every class of demand—private—industrial—commercial—with prices and terms of payment to fit every purse. A 3-place sport plane sells as low as $2195—a 3-place cabin ship as low as $2495—a 6-place cabin monoplane at $13,000. There are many types of planes at intermediate prices and others at a higher range of price. Every sale means a generous cash profit, and in the higher priced ships the profits reach unusually high figures. Sales are clean with an almost complete absence of trade-ins to reduce them.

Further Profits

Forty strategically located Curtiss-Wright Flying Service air-bases make it unnecessary for you to maintain extensive service and repair departments and special mechanics. Instead, you will share in the profits of all service and repair work which you turn over to these bases. Other profits are to be gained by the sale of flying accessories and equipment, flying instruction courses, transport line tickets, taxi, charter, sightseeing, photographic flights, and other items in the broad activities of aviation.

Wholesale Financing Plan

When you represent Curtiss-Wright, the Aviation Credit Corporation is at your service. Low interest charges permit you to display different types of planes on your sales floor with small deposits. This lessens your overhead and enables you to concentrate your investment largely on the development of prospects and sales.

Consumer Finance Plan

Retail sales are given an added impetus through a term payment plan whereby a plane may be sold for as little as $750 down. Carrying charges and insurance are remarkably low. These term payments are underwritten by a special division of Curtiss-Wright, giving you, as a dealer, the greatest possible turnover on your investment and bigger profits.

The New York Aircraft Show Starts May 3rd

The magnitude of this opportunity and the success that it holds for you as a Curtiss-Wright dealer merits a visit to the New York Aircraft Show in Madison Square Garden, May 3rd to 11th. At this show a large and interesting Curtiss-Wright exhibit will be installed. You will see many Curtiss-Wright planes and engines of different types, obtain complete information regarding the dealer proposition and learn at first hand the possibilities it opens to you. Don't miss this show.

Mail the Coupon

No obligation is incurred by filling out the coupon below for complete and immediate details. If you cannot visit the New York Show, this coupon will bring you full information. A number of splendid, proved sales territories are still available. Mail the coupon without delay.

CURTISS-WRIGHT Sales Corporation

27 West 57th Street, New York

CURTISS-WRIGHT
SALES CORPORATION, Dept. 52
27 West 57th Street, New York

Gentlemen: Please send me complete details of the Curtiss-Wright Sales Franchise and the profit possibilities as an airplane dealer in my territory without cost or obligation

Name .....

Address .....

.....